TUBE 133

MEMPHIS INTERNATIONAL AIRPORT

HEREINAFTER REFERRED TO AS "METROPOLITAN" ON INDIVIDUAL W.D. SHEETS · (TITLES PRINTED BEFORE NAME CHANGE)

MEMPHIS INTERNATIONAL AIRPORT

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TERMINAL BUILDING EXPANSION

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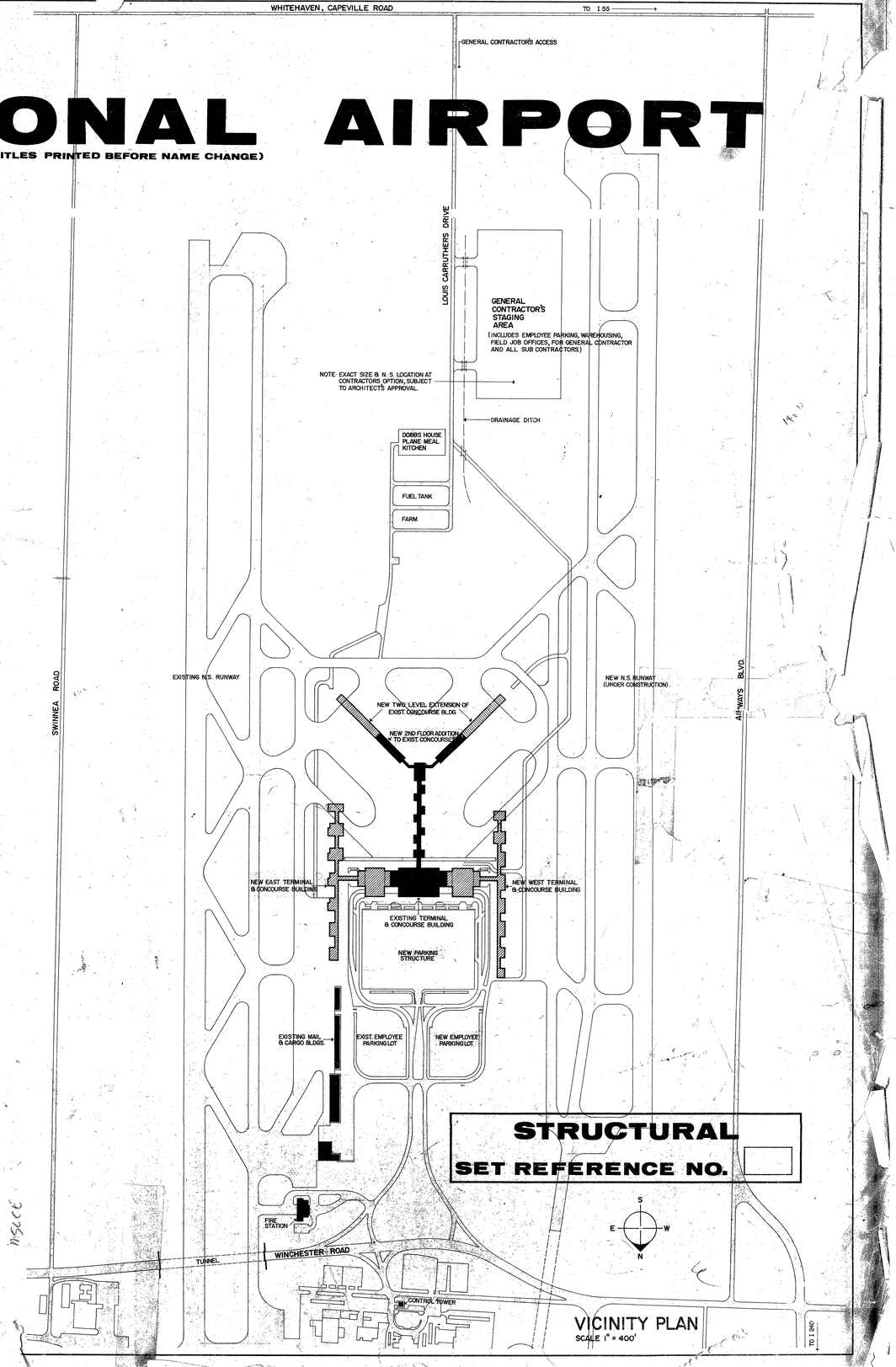
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SUITE 2010 FIRST NATIONAL BANK BUILDING — MEMPHIS, TENNESSEE

S.S. KENWORTHY AND ASSOCIATES INC. STRUCTURAL ENGINEERS

ALLEN & HOSHALL MECHANICAL ENGINEERS

DATE · APRIL 15, 1970



APPROVED

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STRUCTURAL ENGINEER — S. S. KENWORTHY AND ASSOCIATES INC.

MECHANICAL ENGINEER — ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970

COMMISSION NO. 66013

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E-15	19	1ST FLOOR PLAN, WA - POWER
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E-17	21	2ND FLOOR PLAN, EA - POWER
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E-23	27	3RD FLOOR PLAN, EA - POWER
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E-25	29	3RD. FLOOR PLAN, CB - ELECTRICAL
E-26	30	3RD FLOOR PLAN, WA - LIGHTING
E-27	31	3RD FLOOR PLAN, WA - POWER
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E-29	33	BSMT. FLOOR PLAN, EC-3, EC-4, EF, EG - ELECTRICAL
E-30	34	BSMT. FLOOR PLAN, EC-5, EC-6, EH, EI, EJ, ELECTRICAL
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E-33	37	1ST FLOOR PLAN, EC-2, EE, LIGHTING
E-34	38	1ST FLOOR PLAN, EC-2, EE, POWER
E-35	39	1ST FLOOR PLAN, EC-3, EF - LIGHTING
E-36	40	1ST FLOOR PLAN, EC-3, EF - POWER
E-37	41	1ST FLOOR PLAN, EC-4, EG, EH - LIGHTING
E-38	42	1ST FLOOR PLAN, EC-4, EG, EH - POWER
E-39	43	1ST FLOOR PLAN, EC-5, EC-6, EI, EJ - LIGHTING
E-40	44	1ST FLOOR PLAN, EC-5, EC-6, EI, EJ - POWER
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E-42	46	2ND FLOOR PLAN, EC-1, ED, POWER
E-43	47	2ND FLOOR PLAN, EC-2, EE - LIGHTING
E-44	48	2ND FLOOR PLAN, EC-2, EE - POWER
E-45	49	2ND FLOOR PLAN, EC-3, EF, EB - LIGHTING
E-46	50	2ND FLOOR PLAN, EC-3, EF, EB - POWER
E-47	51	2ND FLOOR PLAN, EC-4, EG, EH - LIGHTING
E-48	52	2ND FLOOR PLAN, EC-4, EG, EH - POWER
E-49	53	2ND FLOOR PLAN, EC-5, EC-6, EI, EJ - LIGHTING
E-50	54	2ND FLOOR PLAN, EC-5, EC-6, EI, EJ - POWER
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E-52	56	BSMT. FLOOR PLAN, WC-3, WC-4, WF, WG - ELECTRICAL
E-53	57	BSMT. FLOOR PLAN, WC-5, WC-6, WH, WI - ELECTRICAL
E-54	58	BSMT. FLOOR PLAN, WC-7, WJ, WK - ELECTRICAL
E-55	59	1ST FLOOR PLAN, WC-1, WC-2, WD, WE - LIGHTING
E-56	60	1ST FLOOR PLAN, WC-1, WC-2 WD, WE - POWER
E-57	61	1ST FLOOR PLAN, WC-3, WC-4, WF, WG, WH - LIGHTING
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E-74	78	1ST FLOOR PLAN, CG - ELECTRICAL
E-75	79	2ND FLOOR PLAN, CC, CD - ELECTRICAL
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E-77	81	2ND FLOOR PLAN, CG, ELECTRICAL
E-78	82	BMT FLOOR PLAN, CJ, CK - ELECTRICAL
E-79	83	BMT FLOOR PLAN, CH, CJ ELECTRICAL
E-80	84	1ST FLOOR PLAN, CH, CJ - ELECTRICAL
E-81	85	1ST FLOOR PLAN, CK, ELECTRICAL
E-82	86	1ST FLOOR PLAN, CL - ELECTRICAL
E-83	87	2ND FLOOR PLAN, CH, CJ - LIGHTING
E-84	88	2ND FLOOR PLAN, CH, CJ - POWER
E-85	89	2ND FLOOR PLAN, CK - LIGHTING
E-86	90	2ND FLOOR PLAN, CK - POWER
E-87	91	2ND FLOOR PLAN, CK - LIGHTING
E-88	92	2ND FLOOR PLAN, CL - POWER
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PLUMBING

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P-17	23	BSM. T FLOOR PLAN, EC-3, EC-4, EF, EG
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P-28	34	2ND FLOOR PLAN, EC-5, EC-6, EI, EJ
P-29	35	BSMT. FLOOR PLAN, WC-1, WC-2, WD
P-30	36	BSMT FLOOR PLAN, WC-3, WC-4, WF, WG
P-31	37	BSMT. FLOOR PLAN, WC-5, WC-6, WH, WI
P-32	38	BSMT. FLOOR PLAN, WC-7, WJ, WK
P-33	39	1ST. FLOOR PLAN, WE, WD, WC-1, WC-2
P-34	40	2ND FLOOR PLAN, WC-1, WD, WE
P-35	41	1ST FLOOR PLAN, WC-3, WC-4, WF, WG, WH
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P-37	43	1ST FLOOR PLAN, WC-5, WC-6, WC-7, WI, WJ, WK
P-38	44	2ND FLOOR PLAN, WC-5, WC-6, WC-7, WI, WJ, WK
P-39	45	BSMT FLOOR PLAN, CJ, CK
P-40	46	BSMT FLOOR PLAN, CH, CL
P-41	47	BSMT. FLOOR PLAN, EA, WA, INTERCONNECTING
P-42	48	1ST FLOOR PLAN, CC, CD
P-43	49	2ND FLOOR PLAN, CC, CD
P-44	50	1ST FLOOR PLAN, CE, CF
P-45	51	2ND FLOOR PLAN, CE, CF
P-46	52	1ST FLOOR PLAN, CG
P-47	53	2ND FLOOR PLAN, CG
P-48	54	1ST. FLOOR PLAN, CH, CJ
P-49	55	2ND FLOOR PLAN, CH, CJ
P-50	56	1ST FLOOR PLAN, CL
P-51	57	2ND FLOOR PLAN, CL
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P-54	60	SUB-BSMT. FLOOR PLAN, RT
P-55	61	BSMT. FLOOR PLAN, RT
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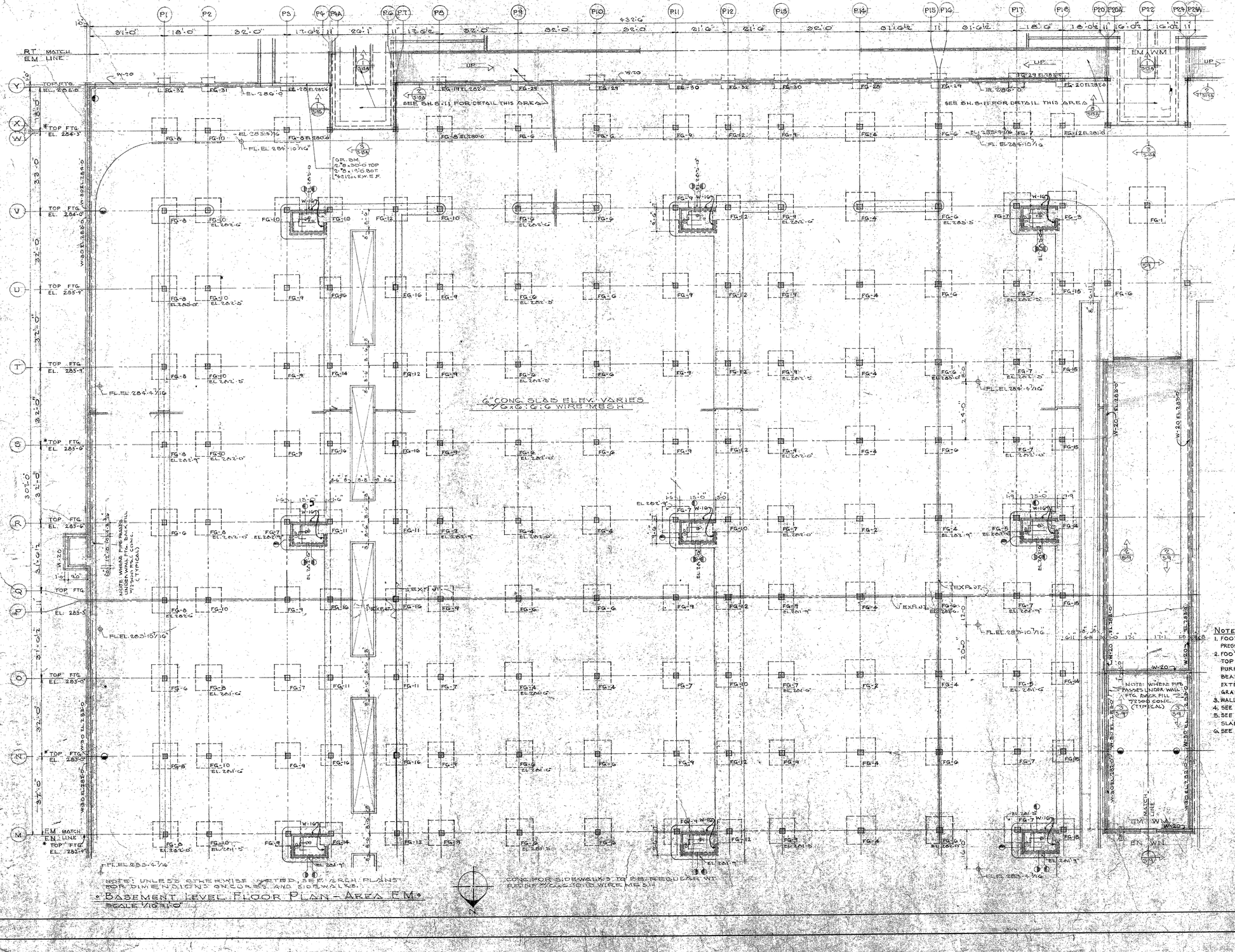
APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013

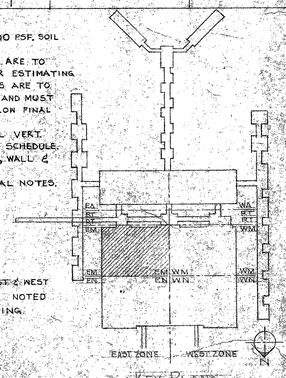


FOOTING SCHEDULE
GARAGE & RAPID TRANSIT

NO.	MARK	SIZE A	SIZE B	SIZE C	REINF. (2 EA. WAY) UNLESS NOTED	REMARKS
	FG-1	15'-6"	15'-6"	36"	32-#10 x 15'-0"	
	FG-2	12'-0"	12'-0"	24"	30-#8 x 11'-6"	
	FG-3	11'-9"	11'-9"	28"	30-#8 x 11'-3"	
	FG-4	11'-6"	11'-6"	28"	28-#8 x 11'-0"	
	FG-5	11'-3"	11'-3"	24"	26-#8 x 10'-9"	
	FG-6	11'-0"	11'-0"	23"	26-#8 x 10'-6"	
	FG-7	10'-9"	10'-9"	28"	32-#7 x 10'-3"	
	FG-8	10'-6"	10'-6"	22"	32-#7 x 10'-0"	
	FG-9	10'-3"	10'-3"	22"	30-#7 x 9'-9"	
	FG-10	10'-0"	10'-0"	21"	30-#7 x 9'-6"	
	FG-11	9'-9"	9'-9"	21"	28-#7 x 9'-3"	
	FG-12	9'-6"	9'-6"	20"	24-#7 x 9'-0"	
	FG-13	9'-3"	9'-3"	19"	24-#7 x 8'-9"	
	FG-14	9'-0"	9'-0"	19"	22-#7 x 8'-6"	
	FG-15	8'-9"	8'-9"	16"	22-#7 x 8'-3"	
	FG-16	8'-6"	8'-6"	16"	28-#6 x 8'-0"	
	FG-17	7'-3"	7'-3"	18"	22-#6 x 6'-9"	
	FG-18	6'-9"	6'-9"	16"	28-#5 x 6'-3"	
	FG-19	5'-9"	5'-9"	14"	20-#5 x 5'-3"	
	FG-20	5'-3"	5'-3"	13"	18-#5 x 4'-9"	
	FG-21	8'-3"	8'-3"	16"	15-#7 x 7'-9" @ 8'-3" x 7'-9"	L - PERPND. TO WALL W - PARL. TO WALL
	FG-22	8'-0"	8'-0"	16"	12-#7 x 7'-6" @ 8'-0" x 7'-6"	
	FG-23	7'-9"	7'-9"	16"	11-#7 x 7'-3" @ 8'-3" x 7'-3"	
	FG-24	7'-6"	7'-6"	15"	11-#7 x 7'-0" @ 7'-3" x 7'-0"	
	FG-25	7'-3"	7'-3"	15"	13-#6 x 6'-9" @ 7'-3" x 6'-9"	
	FG-26	7'-0"	7'-0"	14"	13-#6 x 6'-6" @ 7'-3" x 6'-6"	
	FG-27	6'-6"	6'-6"	14"	10-#6 x 6'-0" @ 7'-3" x 6'-6"	
	FG-28	6'-3"	6'-3"	13"	10-#6 x 5'-9" @ 6'-3" x 5'-9"	
	FG-29	6'-0"	6'-0"	13"	6-#6 x 6'-0" @ 6'-3" x 5'-6"	
	FG-30	5'-9"	5'-9"	12"	6-#6 x 5'-3" @ 6'-3" x 5'-3"	
	FG-31	5'-6"	5'-6"	12"	6-#6 x 5'-0" @ 6'-3" x 5'-0"	
	FG-32	5'-3"	5'-3"	12"	6-#5 x 4'-9" @ 5'-3" x 4'-9"	
	FG-33	4'-9"	4'-9"	12"	6-#5 x 4'-3" @ 5'-3" x 4'-3"	
	FG-34	10'-6"	10'-6"	35"	44-#9 x 10'-0"	
	FG-35	15'-0"	15'-0"	35"	38-#9 x 14'-0"	
	FG-36	14'-9"	14'-9"	35"	34-#9 x 14'-3"	
	FG-37	13'-9"	13'-9"	30"	30-#9 x 13'-3"	
	FG-38	13'-3"	13'-3"	25"	36-#8 x 12'-9"	
	FG-39	13'-0"	13'-0"	31"	34-#8 x 12'-6"	
	FG-40	12'-6"	12'-6"	27"	32-#8 x 12'-0"	
	FG-41	12'-3"	12'-3"	30"	30-#8 x 11'-9"	
	FG-42	11'-0"	11'-0"	27"	32-#7 x 10'-6"	
	FG-43	10'-6"	10'-6"	25"	32-#7 x 10'-0"	
	FG-44	10'-0"	10'-0"	24"	26-#7 x 9'-6"	
	FG-45	9'-9"	9'-9"	24"	26-#7 x 9'-3"	
	FG-46	8'-9"	8'-9"	18"	30-#6 x 8'-3"	
	FG-47	8'-0"	8'-0"	19"	26-#6 x 7'-6"	
	FG-48	6'-0"	6'-0"	15"	20-#5 x 5'-6"	
	FG-49	5'-0"	5'-0"	12"	16-#5 x 4'-6"	
	FG-50	4'-9"	4'-9"	12"	16-#4 x 4'-3"	
	FG-51	4'-3"	4'-3"	12"	12-#4 x 3'-9"	
	W-57	7'-3"	CONT.	14"	#5@8" c.c./7'-4 CONT.	
	W-66	5'-6"	"	12"	#4@6" c.c./5'-4 CONT.	
	W-48	4'-0"	"	12"	#4@10" c.c./4'-4 CONT.	
	W-42	3'-6"	"	12"	#4@12" c.c./3'-4 CONT.	
	W-30	2'-6"	"	12"	NONE	
	W-24	2'-0"	"	12"	NONE	
	W-20	1'-8"	"	12"	NONE	
	W-16	1'-4"	"	12"	NONE	

NOTE:
1. FOOTING DESIGNED FOR 3000 PSF. SOIL PRESSURE MAXIMUM.
2. FOOTING ELEVATIONS SHOWN ARE TO TOP OF FOOTINGS AND ARE FOR ESTIMATING PURPOSES ONLY. ALL FOOTINGS ARE TO BEAR ON UNDISTURBED SOIL AND MUST EXTEND A MINIMUM OF 1'-1 BELOW FINAL GRADE.
3. WALL DWS. SHALL BE ½ WALL VERT.
4. SEE SHT. S-15 FOR COLUMN SCHEDULE.
5. SEE SHT. S-2 FOR FOOTING, WALL & SLAB ON GRADE DETAILS.
6. SEE SHT. S-70 FOR GENERAL NOTES.

* INDICATES TOP OF FOOTING ALONG EAST & WEST COLUMN LINE UNLESS NOTED OTHERWISE ON FOOTING.



SHEET CONTENTS
BASEMENT LEVEL FLOOR PLAN AREA EM

SHEET NO.
S-1 of 83

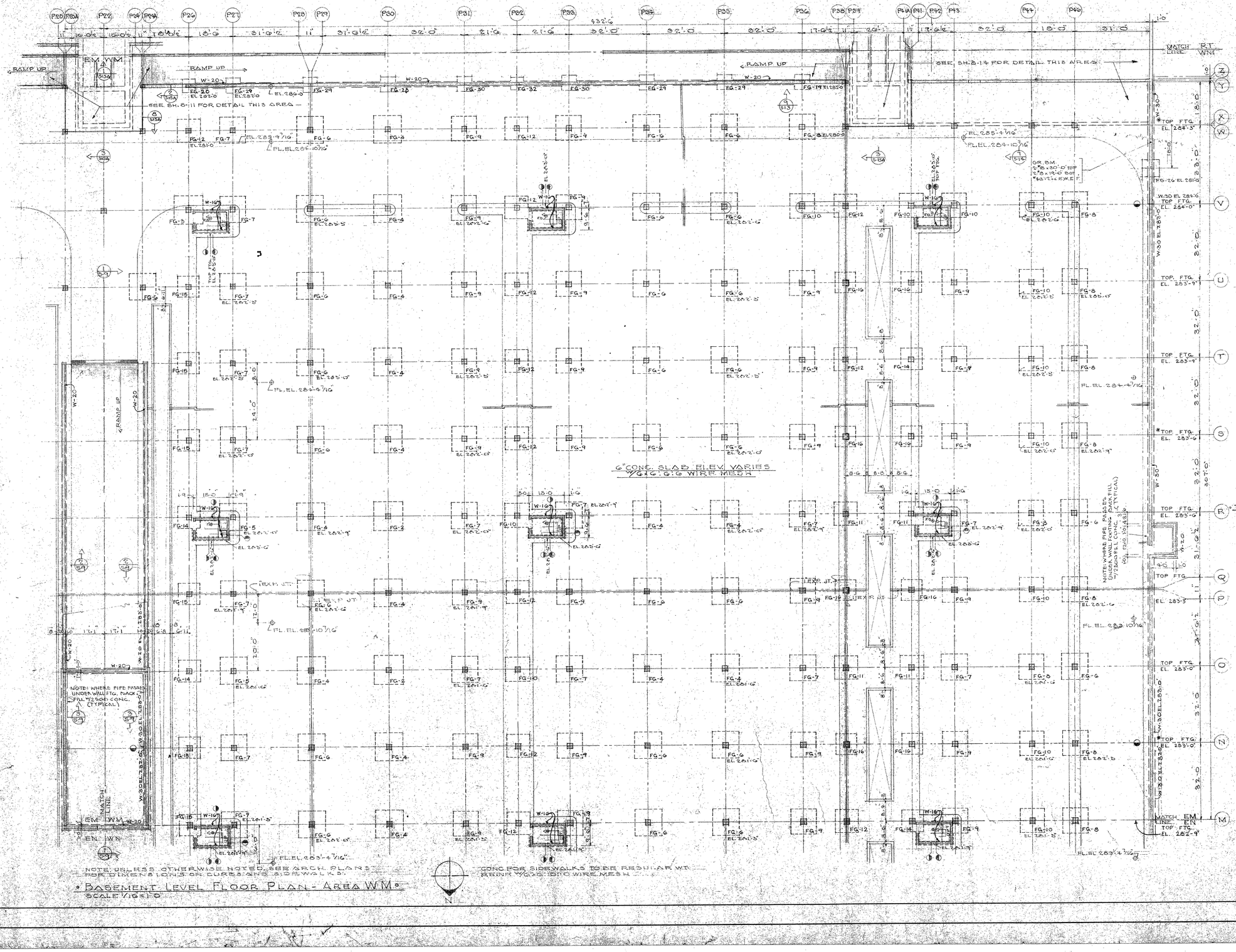
APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013


RAMP UP
W-20
EM WM
SEE SH. S-11 FOR DETAIL THIS AREA
SEE SH. S-14 FOR DETAIL THIS AREA
MATCH LINE
EM WM
EN WN
RT WM
RT WN
EXP. JT.
6" CONC. SLAB ELEV. VARIES W/6"x6":6 WIRE MESH
NOTE: WHERE PIPE PASSES UNDER WALL FTG. BACK FILL W/2500 PSI CONC. (TYPICAL)
NOTE: WHERE PIPE PASSES UNDER WALL FOOTING BACK FILL W/2500 PSI CONC. (TYPICAL)
TOP FTG. EL. 284'-3"
W-30 EL 284'-0" TOP FTG. EL. 284'-0"
W-30 EL 283'-0" TOP FTG. EL. 283'-0"
W-20 EL 282'-0" TOP FTG. EL. 282'-9"
FL. EL. 285'-9 7/16"
FL. EL. 285'-10 7/16"
FL. EL. 284'-9 7/16"
FL. EL. 283'-4 7/16"
FL. EL. 283'-10 7/16"
TOP FTG. EL. 283'-9"
TOP FTG. EL. 283'-6"
TOP FTG. EL. 283'-3"
TOP FTG. EL. 283'-0"
TOP FTG. EL. 282'-9"
TOP FTG. EL. 282'-6"
TOP FTG.
OR 6M. 2'-6"x30'-0" TOP 2'-3"x18'-0" BOT. *60.12% E.W. E.F.
TOP FTG. EL. 284'-0"
TOP FTG. EL. 283'-9"
TOP FTG. EL. 283'-6"
TOP FTG. EL. 283'-3"
TOP FTG. EL. 283'-0"
TOP FTG. EL. 282'-9"
TOP FTG. EL. 282'-6"
TOP FTG.
W-30 EL 284'-6" TOP FTG. EL. 284'-3"
W-30 EL 284'-0" TOP FTG. EL. 283'-9"
W-30 EL 283'-6" TOP FTG. EL. 283'-3"
W-30 EL 283'-0" TOP FTG. EL. 282'-9"
W-30 EL 282'-6" TOP FTG. EL. 282'-3"
W-30 EL 282'-0" TOP FTG. EL. 281'-9"
W-30 EL

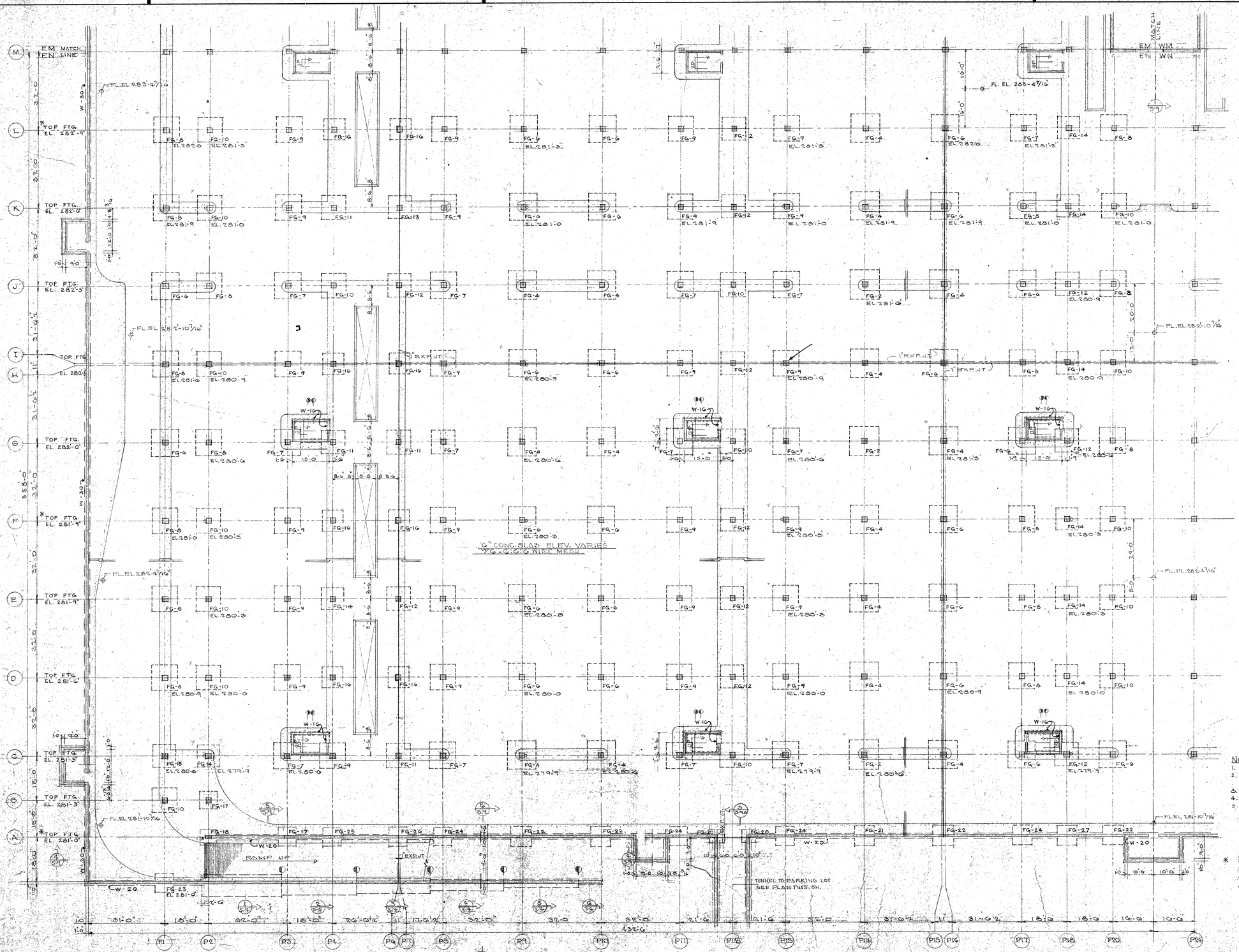
APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

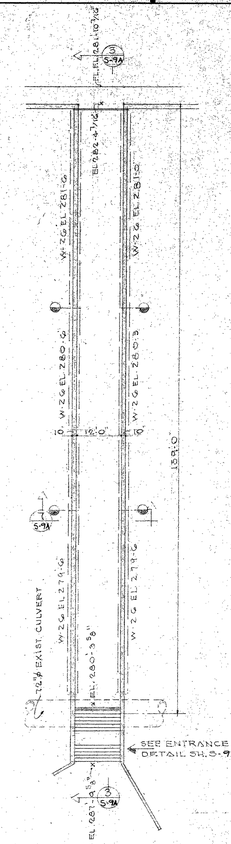
DATE APRIL 15, 1970
COMMISSION NO. 66013



* PLAN OF BASEMENT LEVEL FLOOR PLAN - AREA EN
SCALE 1/16"=1'-0"

NOTE: UNLESS OTHERWISE NOTED SEE ARCH. PLANS FOR DIMENSIONS ON CURBS AND SIDEWALKS.

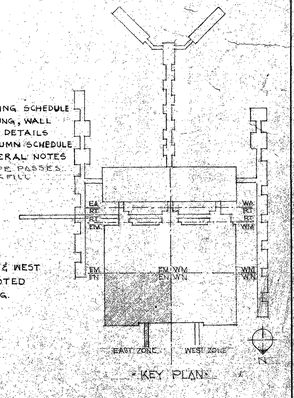
CONC. FOR SIDEWALKS TO BE REGULAR W/ REINF. 7"x6'-0" C-C WWM.



PLAN OF TUNNEL TO EMPLOYEES PARKING LOT
1/16"=1'-0"

NOTES.
1. SEE SHT. S-1 FOR FOOTING SCHEDULE
2. SEE SHT. S-2 FOR FOOTING, WALL AND SLAB ON GRADE DETAILS
3. SEE SHT. S-15 FOR COLUMN SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES
5. WHERE PLUMBING PIPE PASSES UNDER WALL FTG. BACKFILL W/3000 PSI CONC. (TYP.)

* INDICATES TOP OF FOOTING ALONG EAST & WEST COLUMN LINE UNLESS NOTED OTHERWISE ON FOOTING.

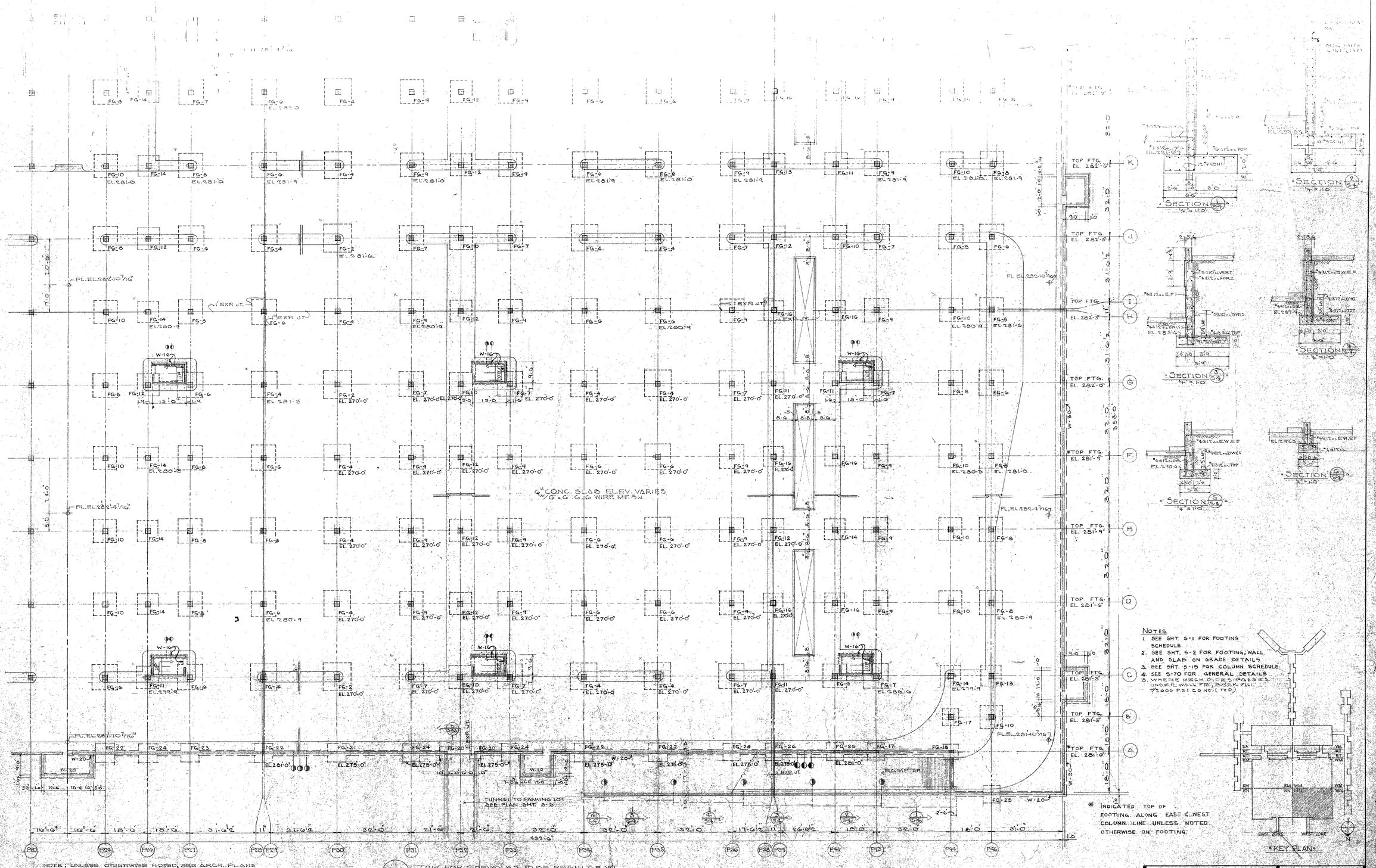


KEY PLAN

SHEET CONTENTS
BASEMENT LEVEL FLOOR PLAN
AREA EN

SHEET NO.
S-3 OF 83

	SENIOR STRUCTURAL ENGINEER MECHANICAL ENGINEER	S. S. KENWORTHY AND ASSOCIATES INC. ALTEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 6, 1970 COMMISSION NO. 66013



NOTE: UNLESS OTHERWISE NOTED, SEE ARCH. PLANS FOR DIMENSIONS ON CURBS AND SIDEWALKS.

CONC. FOR SIDEWALKS TO BE REGULAR WT. REINF. 6"x6"-10/10 WIRE MESH

BASEMENT LEVEL FLOOR PLAN-AREA WN

SCALE: 1/16"=1'-0"

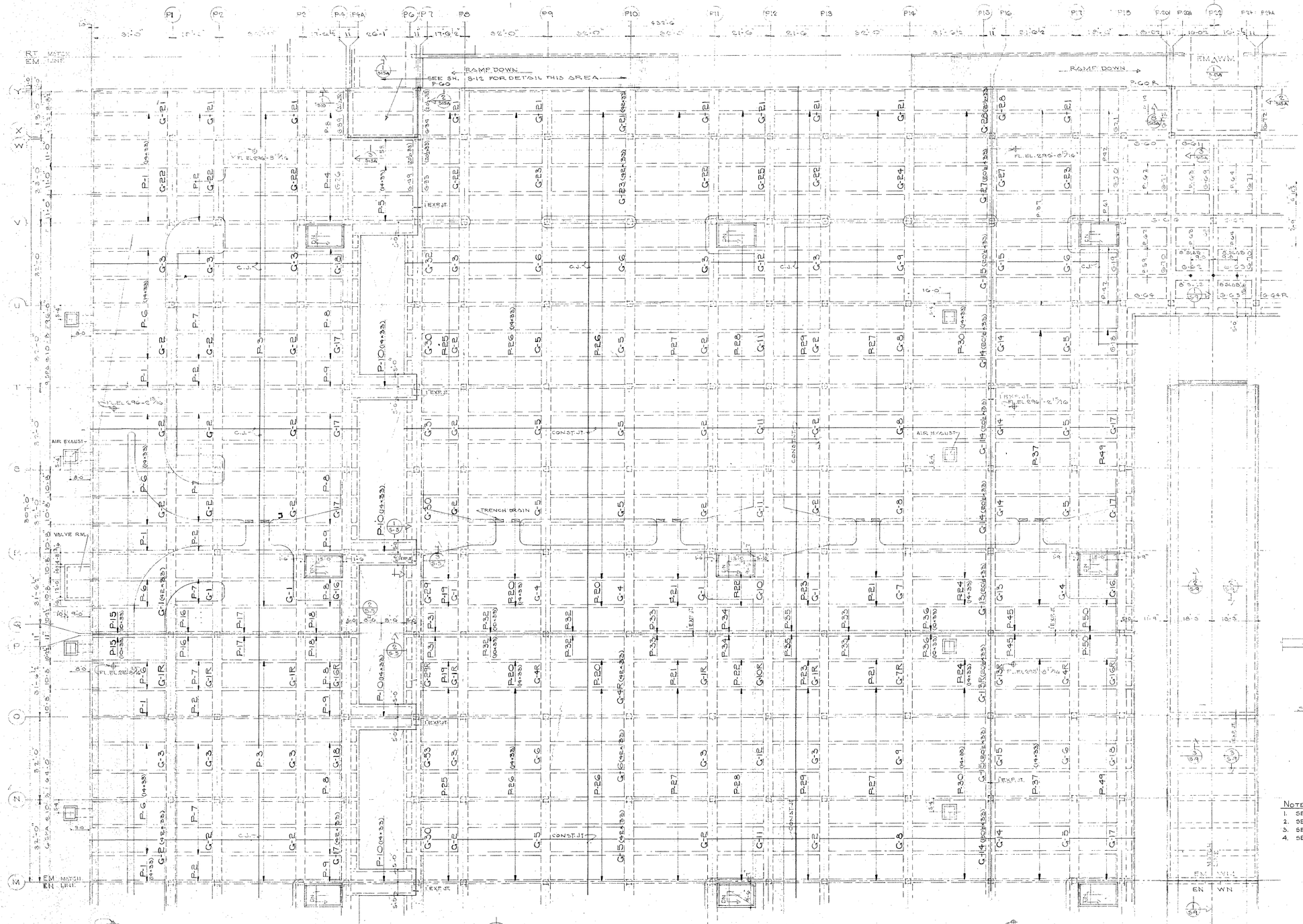
NOTES.

1. SEE SHT. S-1 FOR FOOTING SCHEDULE.
2. SEE SHT. S-2 FOR FOOTING, WALL AND SLAB ON GRADE DETAILS
3. SEE SHT. S-15 FOR COLUMN SCHEDULE
4. SEE S-70 FOR GENERAL DETAILS
5. WHERE MECH. PIPES PASSES UNDER L WALL FTG., BACK FILL W/2000 PSI CONC. (TYP.)

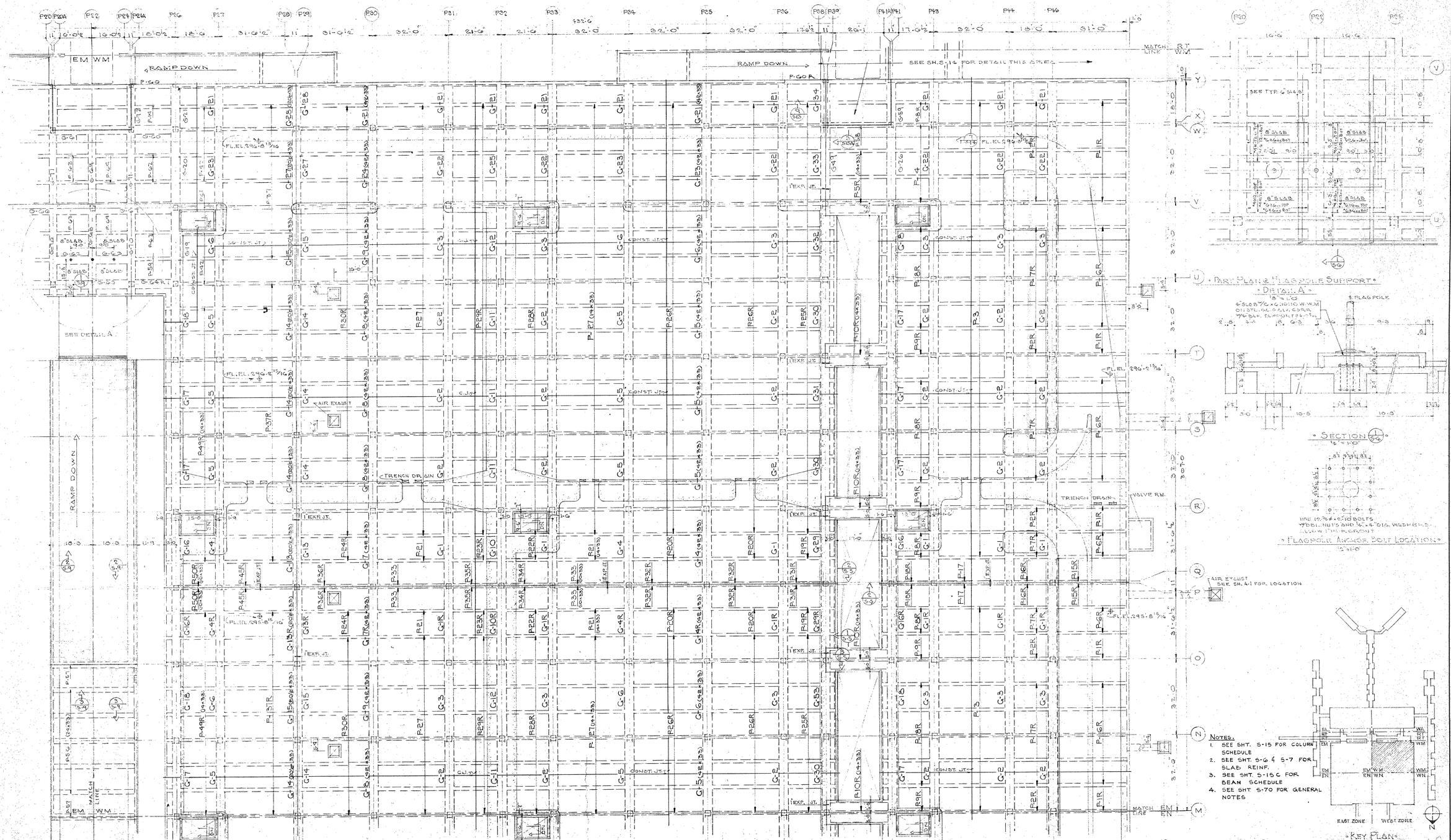
* INDICATED TOP OF FOOTING ALONG EAST & WEST COLUMN LINE UNLESS NOTED OTHERWISE ON FOOTING.

SHEET CONTENTS	SHEET NO.
BASEMENT LEVEL FLOOR PLAN AREA WN	S-4 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013


RAMP DOWN
SEE SH. S-12 FOR DETAIL THIS AREA
RAMP DOWN
MATCH LINE
RT MATCH EM LINE
EM MATCH EN LINE
EXP JT
CONST JT
TRENCH DRAIN
AIR EXHAUST
AIR INTAKE
VALVE RM
EL. 296-5 3/4
EL. 296-2 15/16
EL. 295-2 15/16
EL. 295-11 5/16
EL. 296-11 5/16
EL. 296-8 15/16
EL. 295-8 15/16
EL. 295-5

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



GROUND LEVEL FLOOR PLAN (ROOF) - AREA WM

SCALE 1/16" = 1'-0"

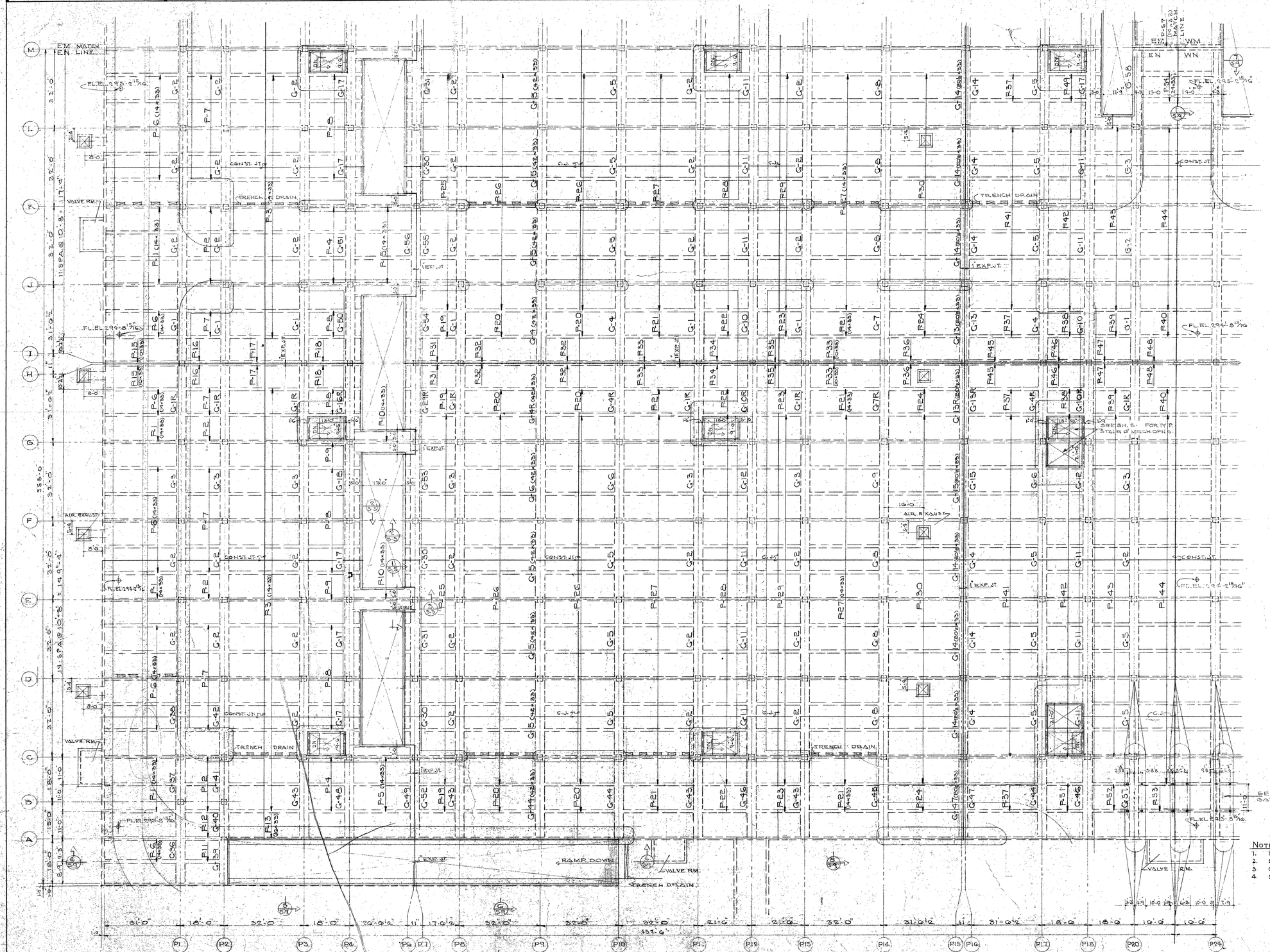
NOTE: UNLESS OTHERWISE NOTED, SEE ARCH. PLAN FOR DIMENSIONS ON CURBS AND SIDEWALKS.

CONCRETE FILL FOR SIDEWALKS ON STRUCTURAL SLAB TO BE POURED WITH LT. WT. CONCRETE (MAX. 115 #/C.F.). REINF. W 8 x 6 / 10 10 W.M.

NOTES:
1. SEE SHT. S-15 FOR COLUMN SCHEDULE
2. SEE SHT. S-6 & S-7 FOR SLAB REINF.
3. SEE SHT. S-15 C FOR BEAM SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES

SHEET CONTENTS	SHEET NO.
GROUND LEVEL FLOOR PLAN (ROOF) AREA WM	S-6 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



GROUND LEVEL FLOOR PLAN (ROOF) - AREA EN

SCALE 1/16"=1'-0"

TYP. SLAB REINF.

ALL SLABS ARE 6 THK.
UNLESS OTHERWISE NOTED.
REINF TO BE 3/4 CLEAR TOP & BOTT.
SCALE 1/2"=1'-0

NOTE: UNLESS OTHERWISE NOTED, SEE ARCH. PLAN FOR DIMENSIONS ON CURBS AND SIDEWALKS.

CONCRETE FILL FOR SIDEWALKS ON STRUCTURAL SLAB TO BE POURED WITH LT. WT. CONCRETE (MAX. 115 PCF) WITH 6x6-10/10 WIRE MESH REINF.

Notes

1. SEE SHT S-15 FOR COLUMN SCHEDL.
2. SEE SHT S-6 & S-7 FOR SLAB REINF.
3. SEE SHT S-15C FOR BEAM SCHEDULE.
4. SEE SHT S-7C FOR GENERAL NOTES.

SHEET CONTENTS	SHEET NO.
GROUND LEVEL FLOOR PLAN (ROOF) AREA EN	S-7 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

MATCH LINE

EM WM
EN WN

FL EL 294'-6 15/16"

CONST. JT.

TRENCH DRAIN

EXP. JT.

AIR EXHAUST

VALVE RM.

RAMP DOWN

SEE SH. S-9A FOR GATEHOUSE DETAIL

FL EL 293'-8 5/16"

FL EL 294'-2 3/16"

FL EL 294'-6 15/16"

FL EL 294'-8 5/16"

FL EL 295'-5 15/16"

P30 P29 P28 P27 P26 P25 P24 P23 P22 P21 P20 P19 P18 P17 P16 P15 P14 P13 P12 P11 P10 P9 P8 P7 P6 P5 P4 P3 P2 P1

N

NOTE: UNLESS OTHERWISE NOTED, SEE ARCH. PLAN FOR DIMENSIONS ON CURBS AND SIDE WALKS.
CONCRETE FILL FOR SIDEWALKS ON STRUCTURAL SLAB TO BE REQUIRED WITH LT. WT. CONCRETE (MAX. 115 #/C.F.) REINF. W/6X6-10/10 W.W.M.

° GROUND LEVEL FLOOR PLAN (ROOF) - AREA W.N °

SCALE 1/16"=1'-0"

° TYP. SECTION THRU VALVE ROOM °

° TYP. SECTION THRU OUTSIDE AIR EXHAUST °

GRATING TO BE EQUAL TO BORDEN SIZE'S CI'X 96" BARS) TYPE W/D

° SECT. A °

PLAN OF AIR EXAUST THRU GR. FL. SLAB

° PART PLAN OF TRENCH DRAIN °

° SECTION B °

SEE SH. E-5 FOR LOCATION

TYP. DETAIL OF PARKING LOT LIGHT BASE

° KEY PLAN °

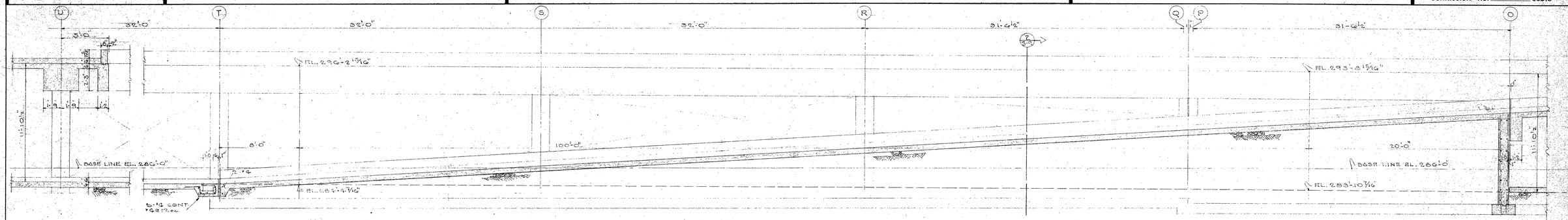
EAST ZONE WEST ZONE

NOTES

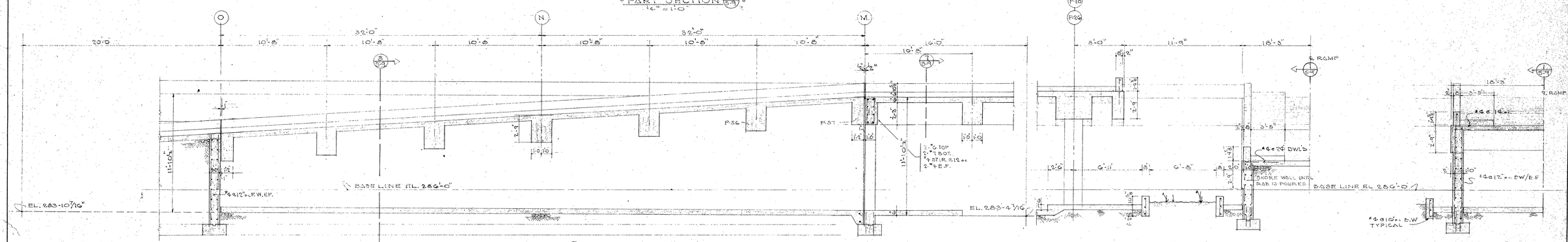
1. SEE SHT. S-15 FOR COLUMN SCHEDULE.
2. SEE SHT. S-6 & S-7 FOR SLAB REIN.
3. SEE SHT. S-15 C FOR BEAM SCHEDULE.
4. SEE SHT. S-7C FOR GENERAL NOTES.

SHEET CONTENTS GARAGE LEVEL FLOOR PLAN (ROOF) AREA WN	SHEET NO. S-8 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



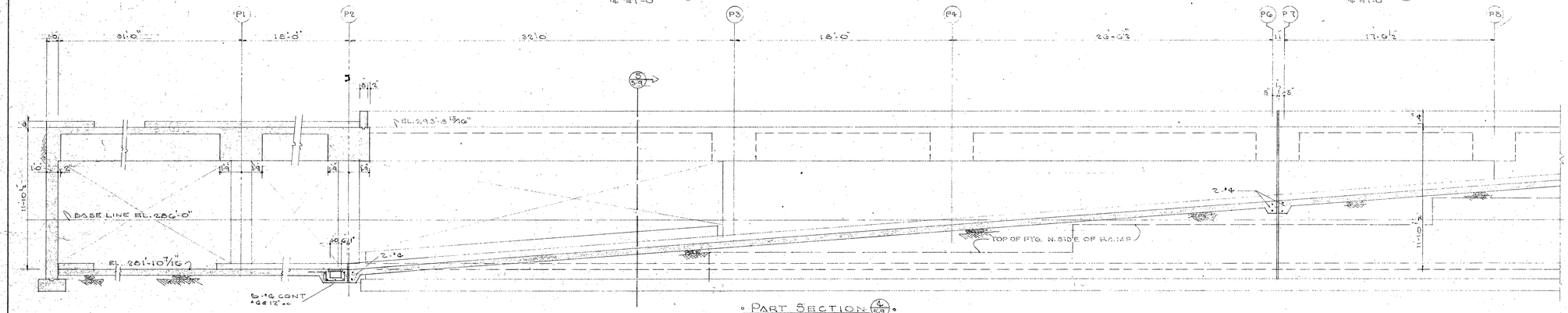
◦ PART SECTION 1/5-9 ◦
1/4" = 1'-0"



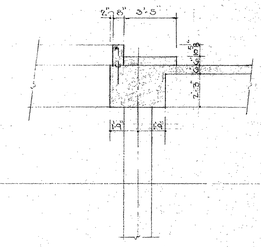
◦ PART SECTION 1/5-9 ◦
1/4" = 1'-0"

◦ SECTION 2/5-9 ◦
1/4" = 1'-0"

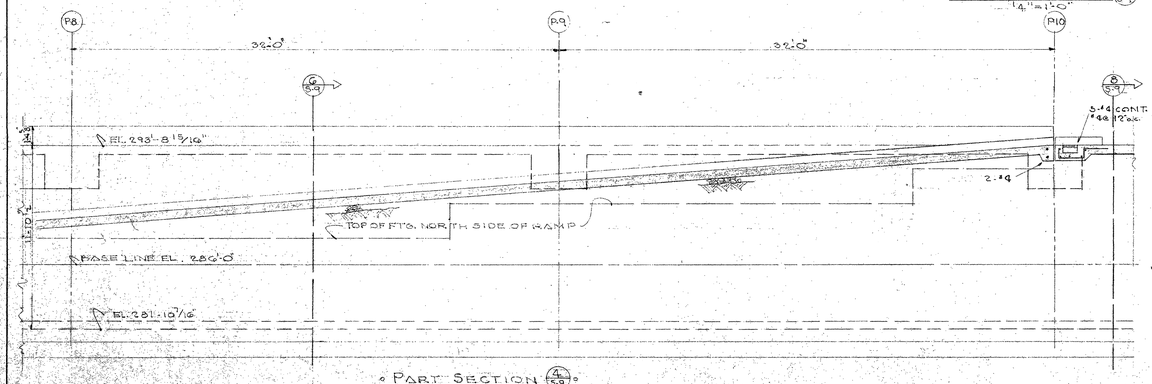
◦ SECTION 3/5-9 ◦
1/4" = 1'-0"



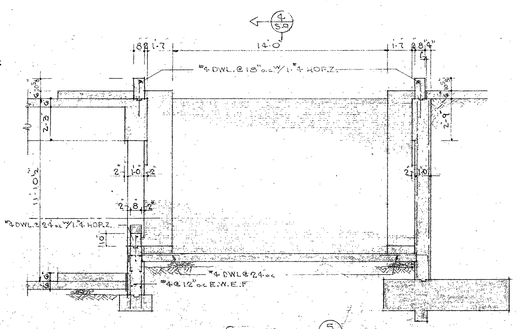
◦ PART SECTION 4/5-9 ◦
1/4" = 1'-0"



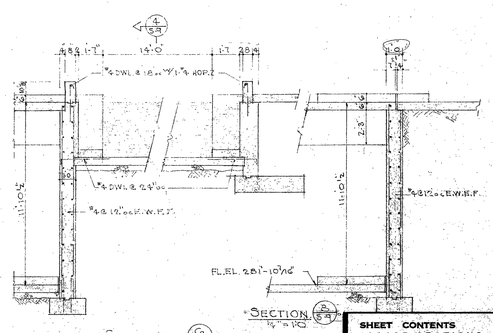
◦ SECTION 7/5-9 ◦
1/4" = 1'-0"



◦ PART SECTION 4/5-9 ◦
1/2" = 1'-0"



◦ SECTION 5/5-9 ◦
1/4" = 1'-0"



◦ SECTION 6/5-9 ◦
1/4" = 1'-0"

◦ SECTION 8/5-9 ◦
1/4" = 1'-0"

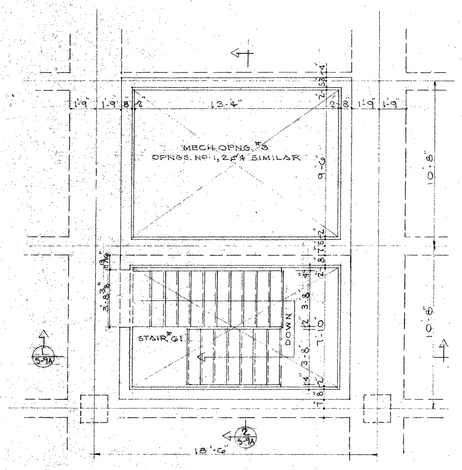
SHEET CONTENTS GARAGE SECTIONS & DETAILS	SHEET NO. S-9 OF 83

APPROVED _____
APPROVED _____

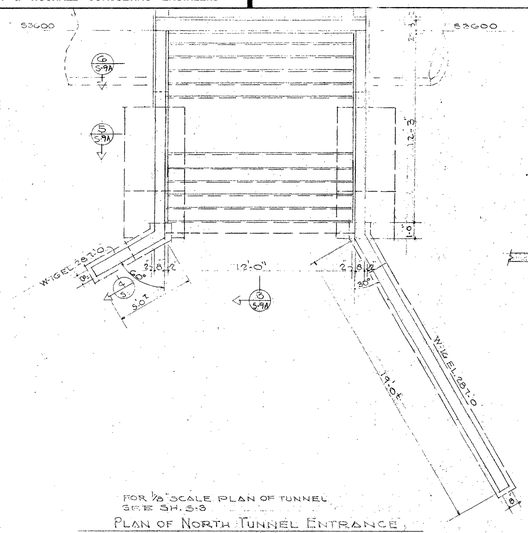
STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

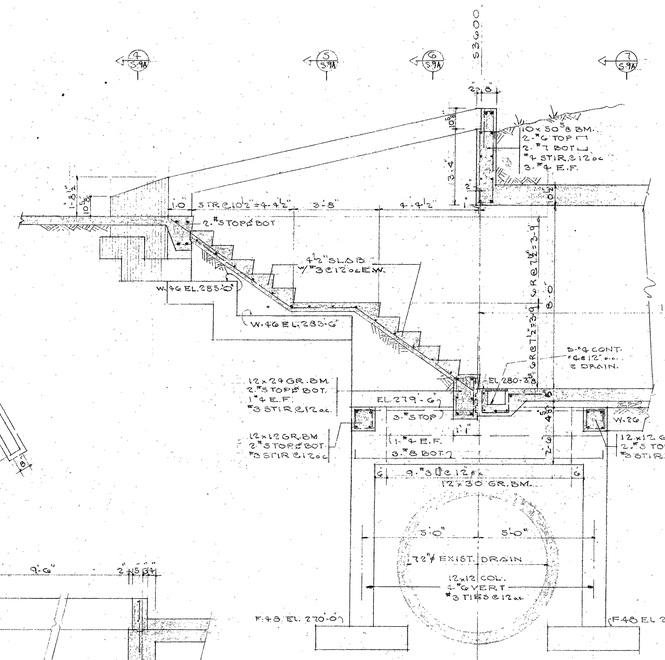
ROY F. HARROVER



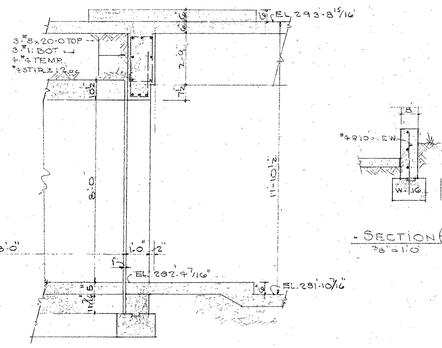
TYP PLAN OF STAIR AT GROUND LEVEL
1/4"=1'-0"

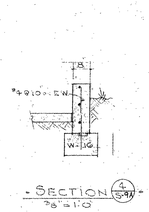


FOR 1/8" SCALE PLAN OF TUNNEL SEE SH. S-3
PLAN OF NORTH TUNNEL ENTRANCE AT EMPLOYEES' PARKING LOT
1/4"=1'-0"

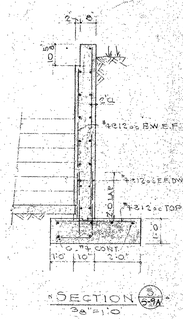


SECTION 3/S-9A
3/8"=1'-0"

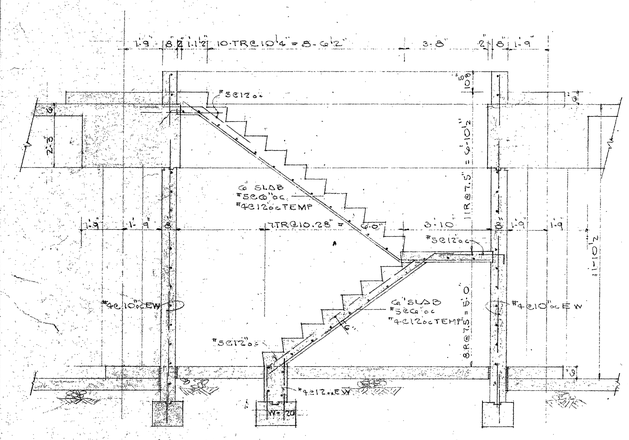




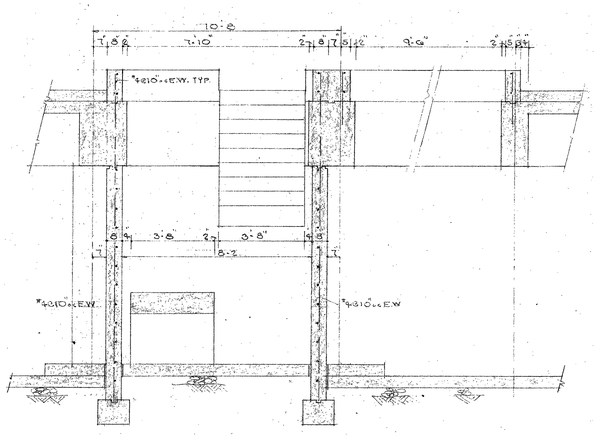
SECTION 4/S-9A
3/8"=1'-0"



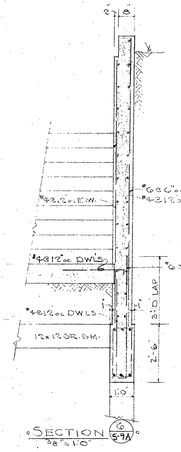
SECTION 5/S-9A
3/8"=1'-0"



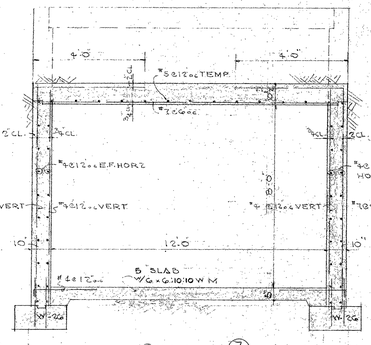
SECTION 1/S-9A
3/8"=1'-0"



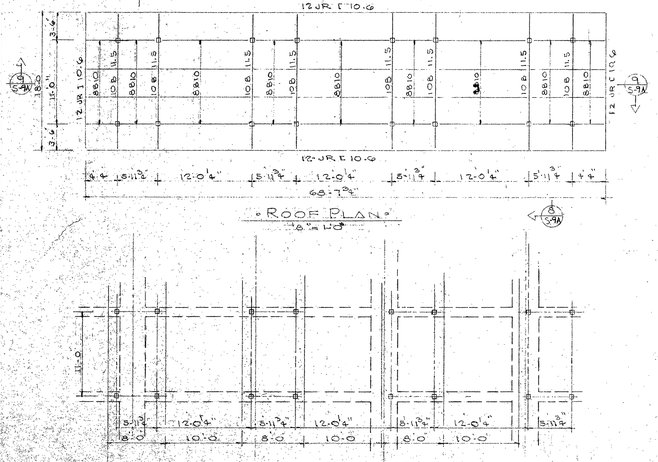
SECTION 2/S-9A
3/8"=1'-0"



SECTION 6/S-9A
3/8"=1'-0"

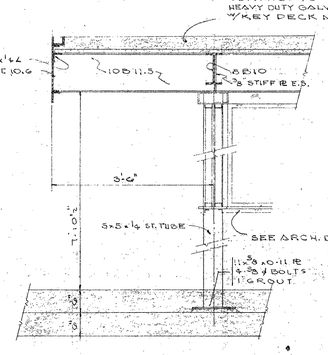


SECTION 7/S-9A
3/8"=1'-0"

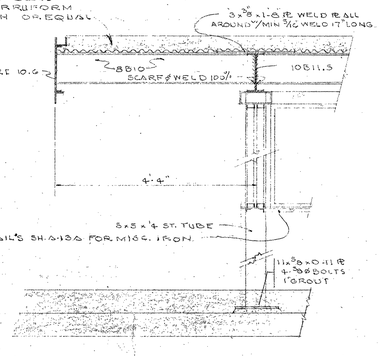


ROOF PLAN
1/8"=1'-0"

GATEHOUSE FLOOR PLAN
1/8"=1'-0"



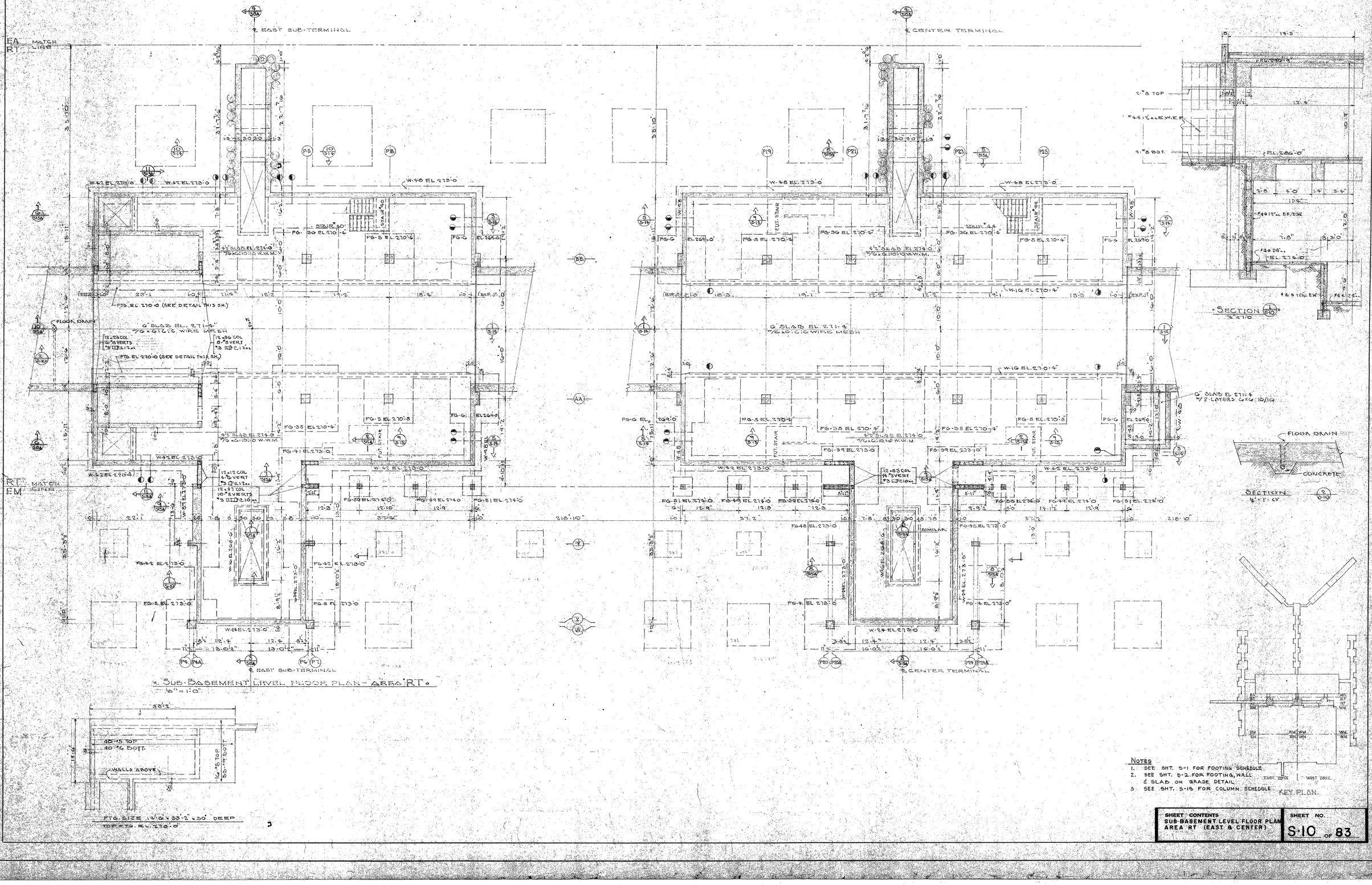
SECTION 8/S-9A
3/4"=1'-0"



SECTION 9/S-9A
3/4"=1'-0"

SHEET CONTENTS	SHEET NO.
GARAGE SECTIONS & DETAILS	S-9A OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



℄ SUB-BASEMENT LEVEL FLOOR PLAN - AREA RT.

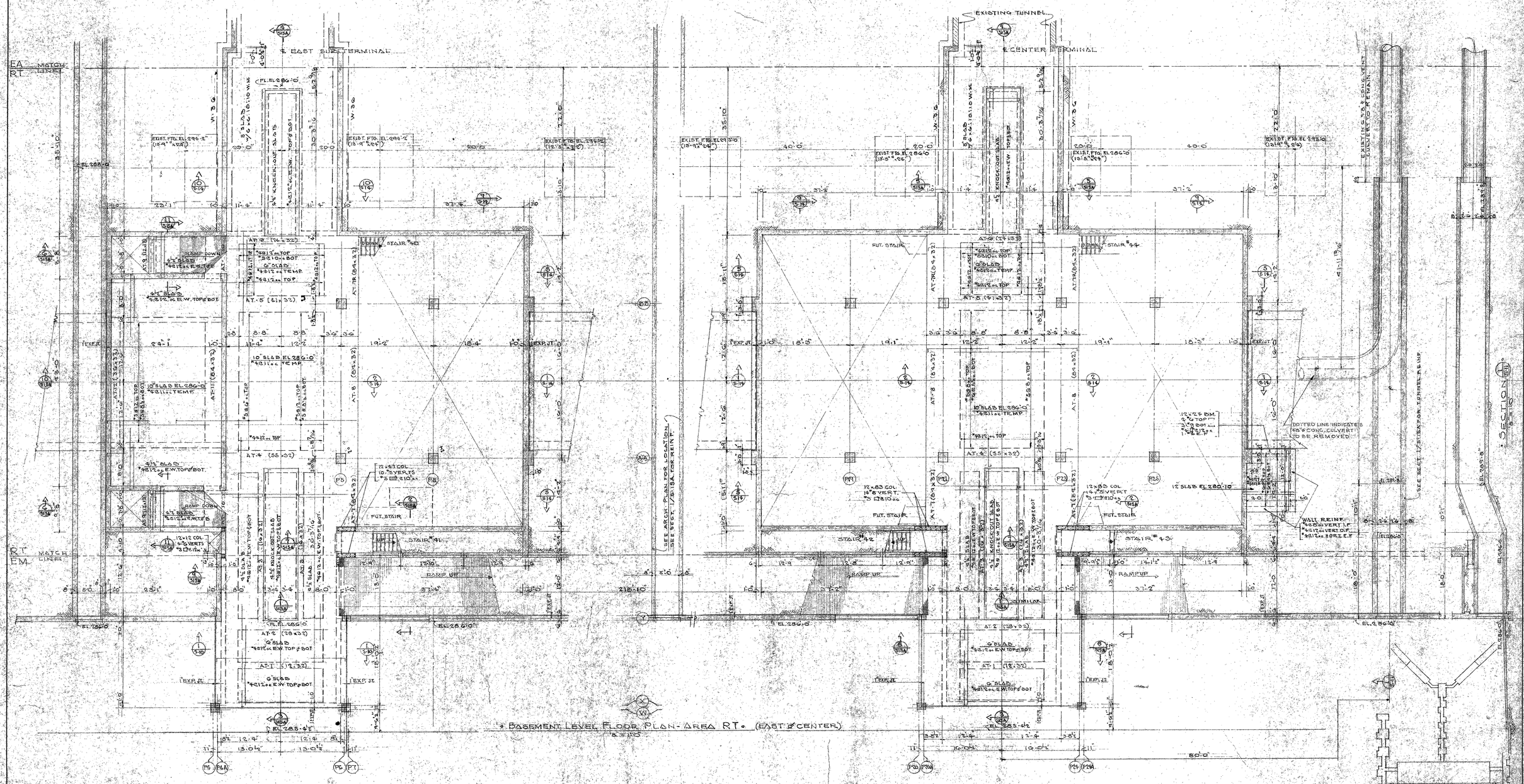
3/16" = 1'-0"

FTG. SIZE 12'-0 x 33'-2" x 30" DEEP
TOP FTG. EL. 270'-0

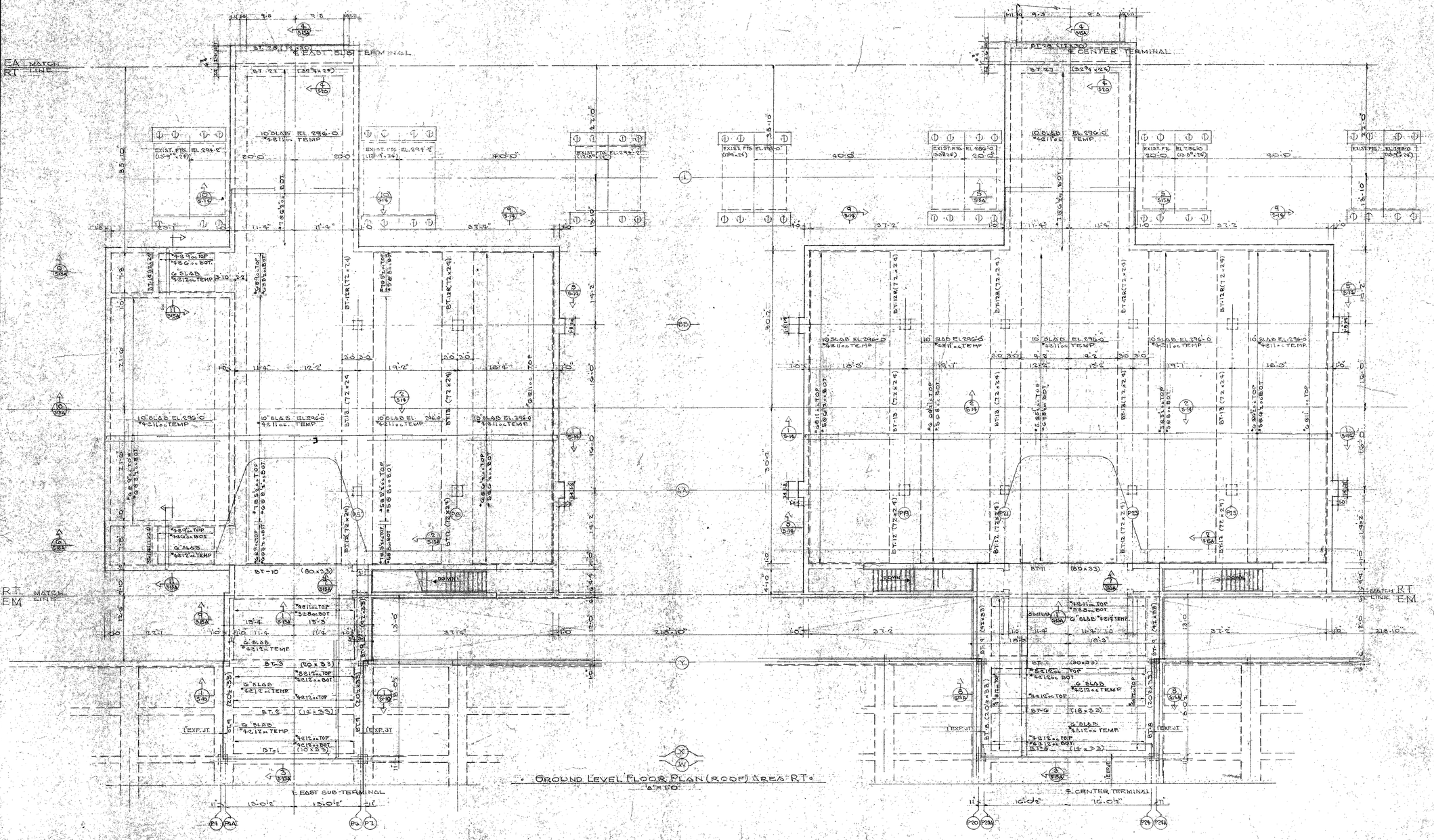
NOTES
1. SEE SHT. S-1 FOR FOOTING SCHEDULE
2. SEE SHT. S-2 FOR FOOTING, WALL & SLAB ON GRADE DETAIL
3. SEE SHT. S-15 FOR COLUMN SCHEDULE

SHEET CONTENTS	SHEET NO.
SUB-BASEMENT LEVEL FLOOR PLAN AREA RT (EAST & CENTER)	S-10 OF 83

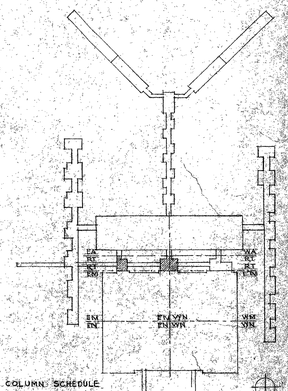
APPROVED APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013


EXISTING TUNNEL
E EAST TERMINAL
E CENTER TERMINAL
EXIST. FTG. EL 284'-0"
EXIST. FTG. EL 284'-0"
EXIST. FTG. EL 284'-0"

APPROVED APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



GROUND LEVEL FLOOR PLAN (ROOF) AREA RT.
3/32" = 1'-0"



KEY PLAN

NOTES.
1. SEE SHT. S-15 FOR COLUMN SCHEDULE
2. SEE SHT. S-16 & 16A FOR BEAM SCHEDULE
3. SEE SHT. S-70 FOR GENERAL NOTES.

SHEET CONTENTS	SHEET NO.
GROUND LEVEL FLOOR PLAN (ROOF) AREA RT (EAST & CENTER)	S-12 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

NOTES
1. SEE SHT. S-1 FOR FOOTING SCHEDULE
2. SEE SHT. S-2 FOR FOOTING, WALL & SLAB ON GRADE DETAIL
3. SEE SHT. S-15 FOR FOR COLUMN SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES

KEY PLAN

SUB-BASEMENT LEVEL FLOOR PLAN - AREA RT

SECTION

SECTION

SECTION

SECTION

SECTION

SECTION

SECTION

SECTION

SECTION

STAIR #3 STAIR #4 & 6 SIMILAR

FTG. SIZE 16'-3" x 30'-3" x 21" DEEP
TOP FTG. EL. 270'-0"

FTG. SIZE 23'-6" x 29'-3" x 20" DEEP
TOP FTG. EL. 270'-0"

SHEET CONTENTS	SHEET NO.
SUB-BASEMENT LEVEL FLOOR PLAN AREA RT (WEST)	S-13 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

NOTES:
1. SEE SHT. S-15 FOR COLUMN SCHEDULE.
2. SEE SHT. S-15C FOR BEAM SCHEDULE.
3. SEE SHT. S-70 FOR GENERAL NOTES.

"KEY PLAN"

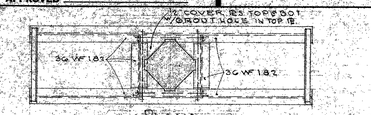
"SECTION" 1/4"=1'0" | "SECTION" 1/4"=1'0" | "SECTION" 1/4"=1'0" | "SECTION" 1/4"=1'0" | "SECTION" 1/4"=1'0" | "SECTION" 1/4"=1'0" | "SECTION" 1/4"=1'0" | "SECTION" 1/4"=1'0" | "SECTION" 1/4"=1'0"

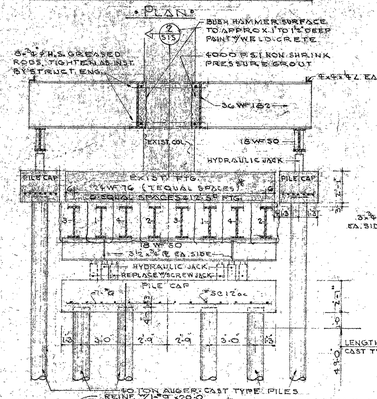
"BASEMENT LEVEL FLOOR PLAN - AREA R.T."
1/8"=1'0"

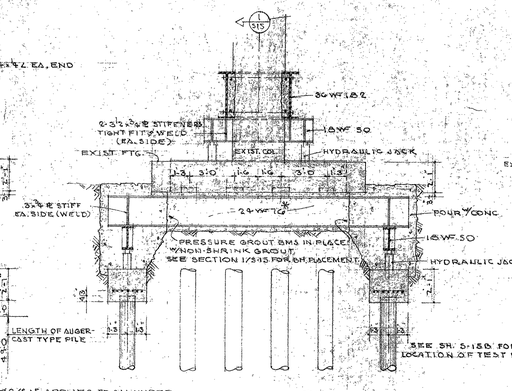
SHEET CONTENTS: SUB-BASEMENT LEVEL FLOOR PLAN AREA RT (WEST)

SHEET NO. S-14 OF 83

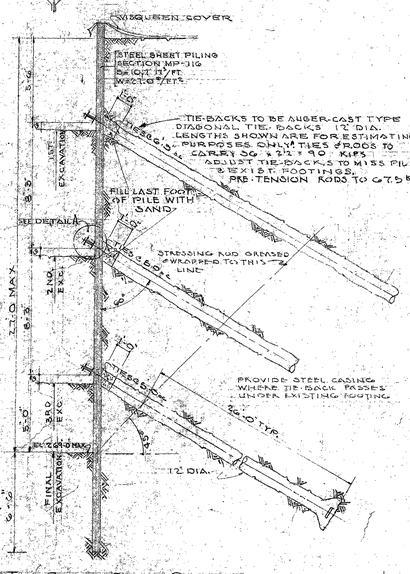
APPROVED	STRUCTURAL ENGINEER	S. S. KENWORTHY AND ASSOCIATES INC.	MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970
APPROVED	MECHANICAL ENGINEER	ALLEN & HOSHALL CONSULTING ENGINEERS			COMMISSION NO. 66013

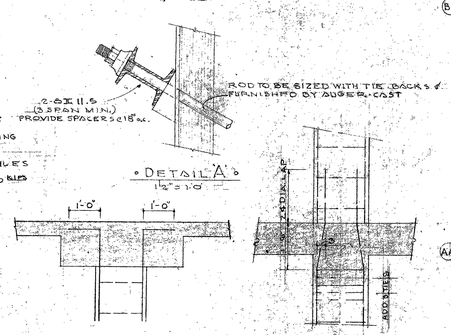




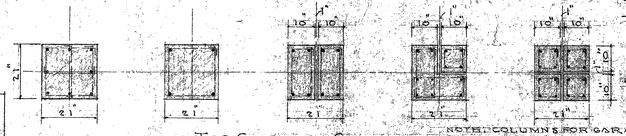


NOTE: SECTION 1/3-15 & 2/3-15 APPLIES TO ALL UNDER PINNED PTGS. ON COL. LINE 1 EXCEPT THE 12-5" FTG. THIS TO HAVE T-24 W 76 INSTEAD OF 8-24 WF 76

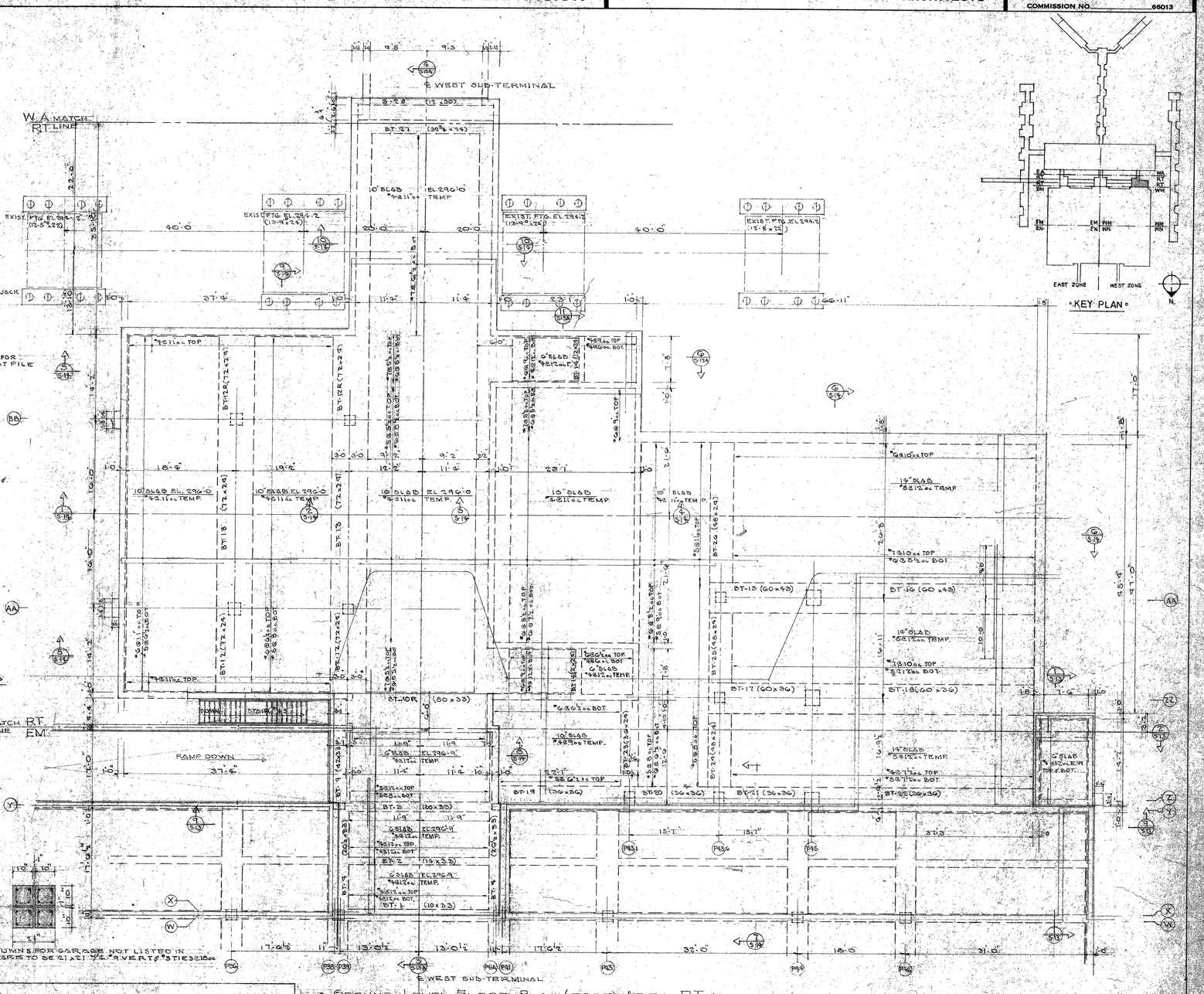








NOTE: COLUMNS FOR GARAGE NOT LISTED IN SCHEDULE ARE TO BE 21 x 21 W/ 6-#9 VERTS & #3 TIES @ 10 oc



COLUMN SCHEDULE GARAGE & RAPID TRANSIT

	P1 (H I P Q) P2 (H I P Q) P3 (H I P Q) P4 (H I P Q) P6 (C J K V) P6A (G O R) P7 (H I P Q) P7E (J K V) P7N P8 (H I P Q) P11 (H I P Q) P12 (H I P Q) P13 (H I P Q) P17 (H I P Q) P18 (H I P Q) P20 (H I)	P24 (H I) P26 (H I P Q) P27 (H I P Q) P31 (H I P Q) P32 (H I P Q) P33 (H I P Q) P34 (H I P Q) P35 (H I P Q) P35N P36 (C J K V) P39 (C J K V) P39A (G O R) P41 (H I P Q) P43 (H I P Q) P44 (H I P Q) P46 (H I P Q)	P6 (E M T) P7 (E M T) P9 (H I P Q) P10 (H I P Q) P15 (B E F K) P15 (L M N S) P15 (T U V W) P16 (D E F K) P16 (L M N S) P16 (T U V W) P26 (B E F K) P26 (L M N S) P26 (T U V W) P26A (B E F K) P29 (L M N S) P29 (T U V W) P34 (H I P Q) P35 (H I P Q) P36 (E M T) P39 (E M T)	P7 (G O R) P14 (H I P Q) P15 (C G J O R) P16 (C G J O R) P26 (C G J O R) P27 (C G J O R) P30 (H I P Q) P36 (G O R)	P15 (H I P Q) P16 (H I P Q) P26 (H I P Q) P29 (H I P Q)	P2 - A P44 - A	P4A - X P6 - W P6 - X P20A - X P24 - X P39 - W P39 - X P41A - X	P4 - W P29 - W P24A - W	P41 - W	P14 (C G J) P14 (O R) P30 (C G J) P30 (O R)	P22 - Y	P43 - W P44 - W P46 - W	P4A - Y	P6 - Y P39 - Y	P7 - Y P20 - Y P24A - Y P36 - Y	P20A - Y P24 - Y	P41A - Y	P41 - Y	P42 - Y P43.1 - Y P43.6 - Y	P43.4 - Y	P45 - Y	P47 - Y	P5 - AA P5 - BB P19 - AA P19 - BB P25 - AA P25 - BB P37 - AA P37 - BB P43.6 - AA P43.6 - ZZ	P5 - AA P5 - BB P21 - AA P21 - BB P23 - AA P23 - BB P40 - AA P40 - BB	P45 - AA P45 - ZZ	P45 - Z	P43.6 - Z P43.1 - Z
GROUND SIZE	10" x 21"		10" x 21"	10" x 21"	10" x 10"	12" x 21"	10" x 10"	21" x 10"	21" x 10"	21" x 21"	21" x 21"	21" x 21"	12" x 13½" (WALL)	10" x 12"	10" x 12"	10" x 12"	12" x 13½" (WALL)	10" x 13" (WALL)				24" x 24"	20" x 20"	30" x 30"	30" x 23"	20" x 23"
VERTS.	4 - #7		4 - #8	4 - #9	4 - #6	4 - #7	4 - #5	6 - #6	6 - #6	4 - #10	6 - #11	4 - #9	4 - #9	4 - #5	4 - #5	4 - #5	4 - #9	4 - #5				6 - #5	4 - #11	6 - #10	6 - #9	6 - #6
TIES	#3 @ 10" oc		#3 @ 10" oc	#3 @ 10" oc	#3 @ 10" oc	#3 @ 12" oc	#3 @ 10" oc	#3 @ 10" oc	#3 @ 10" oc	#3 @ 10" oc	#3 @ 10" oc	#3 @ 10" oc	#3 @ 12" oc	#3 @ 12" oc	#3 @ 10" oc	#3 @ 10" oc	#3 @ 12" oc	#3 @ 12" oc				#3 @ 10" oc	#3 @ 10" oc	#3 @ 15" oc	#3 @ 15" oc	#3 @ 10" oc
BASEMENT SIZE						WALL 4 - #9		WALL 6 - #6				WALL 4 - #9	12" x 13½" (WALL) 4 - #9	WALL 4 - #5	WALL 4 - #5	WALL 4 - #9	12" x 13½" (WALL) 4 - #9	10" x 12" 4 - #5	12" x 20" 4 - #7	12" x 12" 4 - #9	12" x 30" 6 - #7	12" x 15" 6 - #6	20" x 20" 6 - #11			
VERTS.																										
TIES						#3 @ 10" oc		#3 @ 10" oc				#3 @ 12" oc	#3 @ 12" oc	#3 @ 10" oc	#3 @ 10" oc	#3 @ 12" oc	#3 @ 12" oc	#3 @ 10" oc	#3 @ 12" oc	#3 @ 12" oc	#3 @ 12" oc	#3 @ 12" oc	#3 @ 20" oc			
SUB-BASEMENT																										

NOTES:
1. SEE SHT. S-15 FOR COLUMN SCHEDULE
2. SEE SHT. S-15C FOR BEAM SCHEDULE
3. SEE SHT. S-70 FOR GENERAL NOTES

SHEET CONTENTS: GROUND LEVEL FLOOR PLAN (ROOF) AREA RT (WEST)

SHEET NO. S-15 OF 83

APPROVED _____

APPROVED _____

STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC.

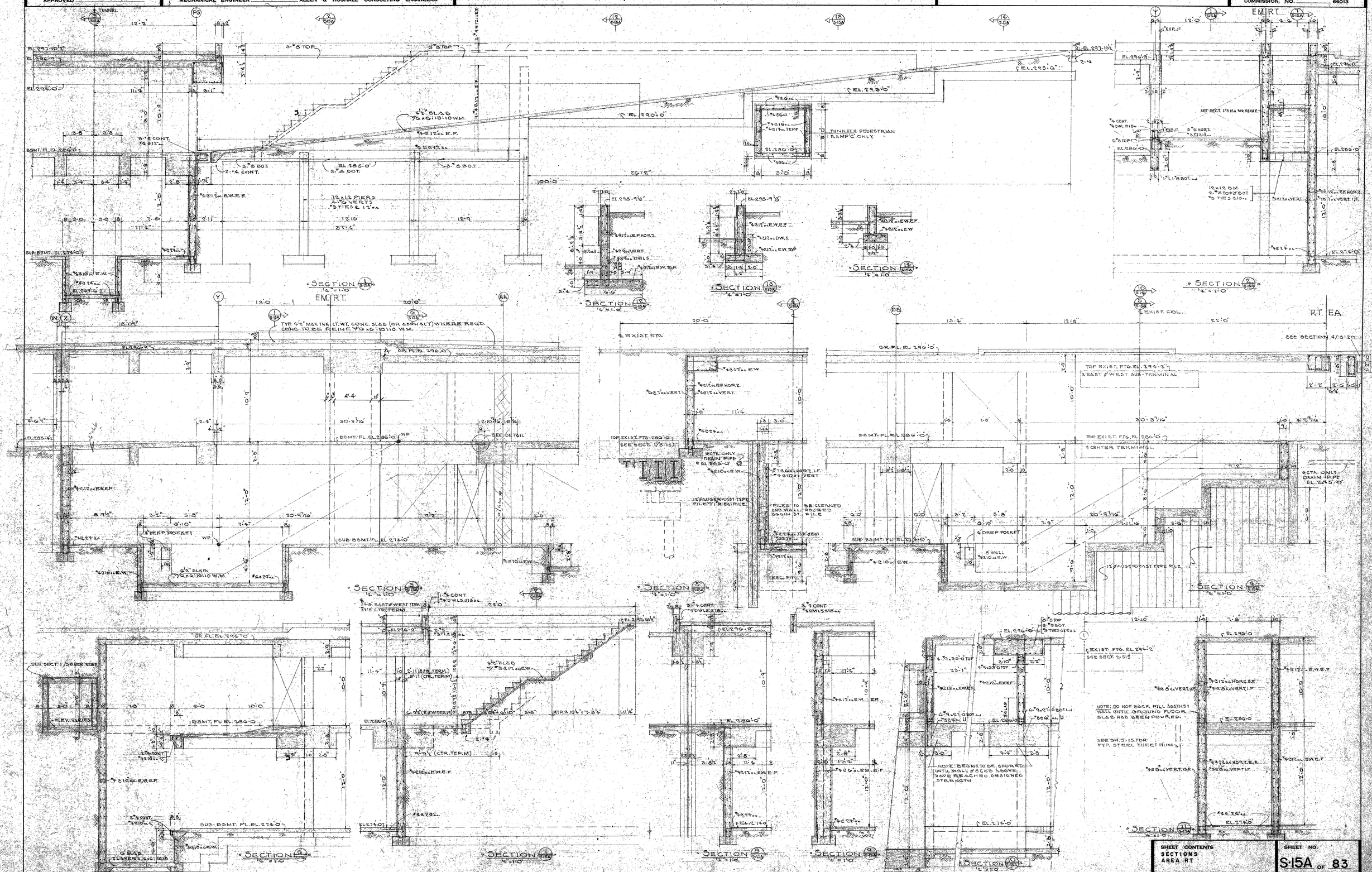
MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970

COMMISSION NO. 66013


SECTION 1/S15A
SECTION 2/S15A
SECTION 3/S15A
SECTION 4/S15A
SECTION 5/S15A
SECTION 6/S15A
SECTION 7/S15A
SECTION 8/S15A
SECTION 9/S15A
SECTION 10/S15A
SECTION 11/S15A
SECTION 12/S15A
SECTION 13/S15A
SECTION 14/S15A
EM. RT.
RT. EA.
E. TUNNEL
TUNNEL & PEDESTRIAN RAMP 'C' ONLY
SEE SECT. 1/S15A FOR REINF.
SEE SECTION 4/S-20
SEE SECT. 1/S-15 FOR KERB
SEE DETAIL
NOTE: DO NOT BACK FILL AGAINST WALL UNTIL GROUND FLOOR SLAB HAS BEEN POURED.
SEE SH. S-15 FOR TYP. STEEL SHEET PILING
NOTE: BEAMS TO BE SHORED UNTIL WALL & SLAB ABOVE HAVE REACHED DESIGNED STRENGTH
12" AUGER-CAST TYPE PILE
TOP EXIST. FTG. EL. 294'-2"
SEE SECT. 2-S15
TOP EXIST. FTG. EL. 286'-0"
SEE SECT. 1/S-15
FILES TO BE CLEANED AND WALL POURED AGAINST PILE
SEC. PIT.
EXIST. COL.
EXIST. FTG.
EXP. JT.
12x12 P.M. 2-#8 TOP & BOT. #3 TIES @ 10"c.
12"x12"x#4 HORZ.
#3 @ 12"c. VERT.
#3 @ 18"c.
#3 @ 19"c. TEMP
#8 @ 12"c. E.F.
#8 @ 12"c. E.W.E.F.
#8 @ 12"c. E.W.
#8 @ 12"c. DWLS.
#8 @ 12"c. E.W. TOP
#8 @ 12"c. E.F. HORZ.
#8 @ 9"c. VERT.
#8 @ 22"c.
#8 @ 28"c.
#6 @ 24"c.
#6 @ 10"c. E.W.
#5 @ 10"c. E.W.
#5 @ 18"c. DWLS.
#5 @ 33"c. TOP
#5 @ 18"c. E.W.E.F.
#5 @ 18"c. HORZ. I.F.
#5 @ 10"c. VERT.
#5 @ 18"c. VERT.
#5 @ 18"c. E.W.
#5 @ 18"c. E.W. E.F.
#5 @ 18"c. E.W. TOP
#5 @ 18"c. DWLS.
#5 @ 18"c. HORZ. E.F.
#5 @ 18"c. VERT. I.F.
#5 @ 18"c. VERT. E.F.
#5 @ 18"c. HORZ. I.F.
#5 @ 18"c. VERT.
#5 @ 18"c. VERT. I.F.
#5 @ 18"c. VERT. E.F.
#5 @ 18"c. HORZ. E.F.
#5 @ 18"c. E.W.E.F.
#5 @ 18"c. NORTH E.F.
#5 @ 18"c. VERT. I.F.
#5 @ 18"c. VERT. E.F.
#5 @ 18"c. E.W.E.F.
#5 @ 18"c. VERT. GR.
#5 @ 18"c. E.W.
#5 @ 18"c. E.W. E.F.
#5 @ 18"c. E.W. I.F.
#5 @ 18"c. E.W. TOP
#5 @ 18"c. DWLS.
#5 @ 18"c. TOP
#5 @ 18"c. BOT.
#5 @ 18"c. TOP & BOT.
#5 @ 18"c. TIES
#5 @ 18"c. VERT.
#5 @ 18"c. HORZ.
#5 @ 18"c. E.W.E.F

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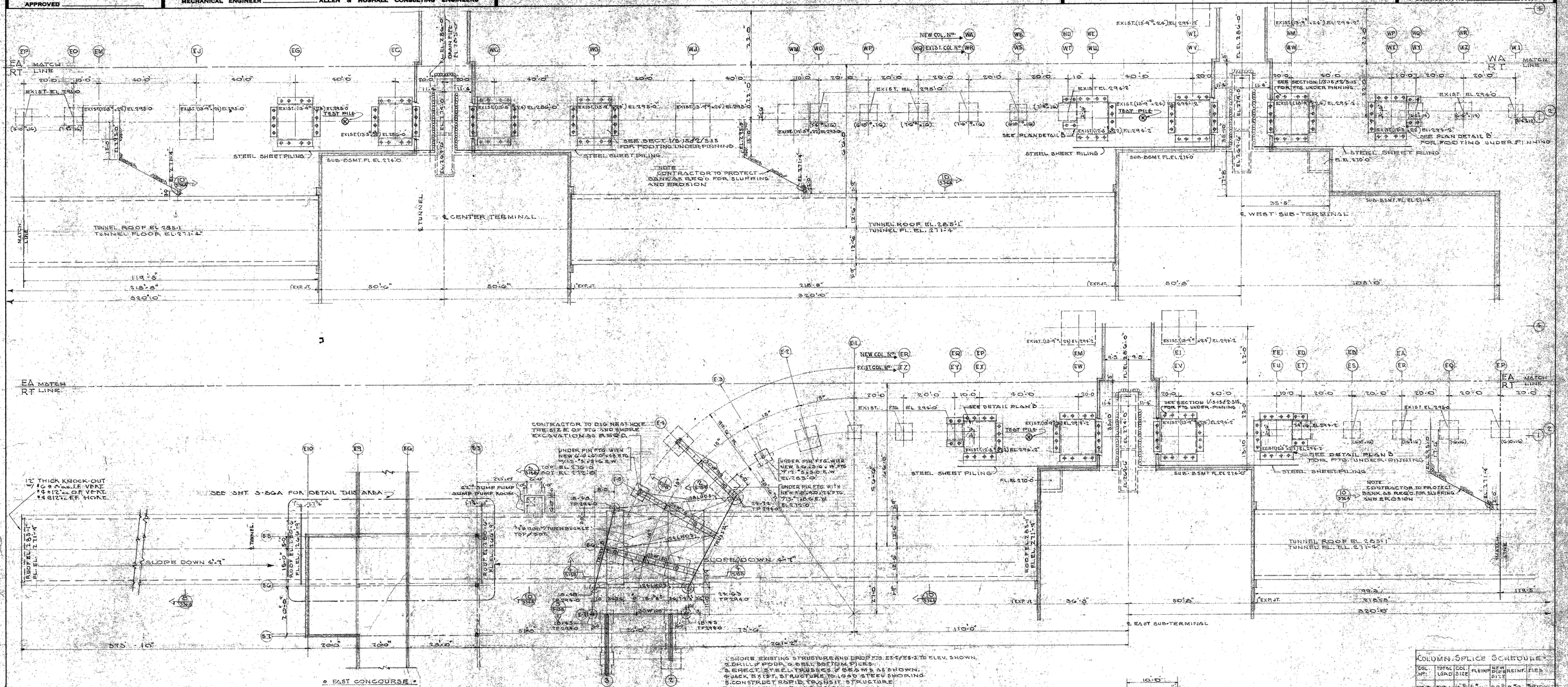
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970

COMMISSION NO. 66013


EA MATCH RT LINE
EP EO EM EJ EG EC WC WG WJ
WM WO WP WQ WS WT WU WE W1 WV WW WX WY WZ W1
WA RT MATCH LINE
EXIST. EL 294'-0
EXIST. (18'-9" x 24") EL 294'-2
EXIST. (12'-9" x 24") EL 295'-0
EXIST. (12'-9" x 24") EL 295'-2
EXIST. (12'-9" x 24") EL 295'-0
EXIST. (18'-9" x 24") EL 295'-0
EXIST. (18'-9" x 24") EL 294'-2
EXIST. (12'-9" x 24") EL 294'-2

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STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013

BEAM SCHEDULE GARAGE & RAPID TRANSIT

MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING BOTTOM	REINFORCING TOP RIGHT	SKETCH	STIRRUPS SIZE	STIRRUPS TYPE	STIRRUPS SPACING EA. END UNLESS NOTED	NOTES
P-1	14	33	3-#8	2-#8 2-#9		N or E S or W	#3	U	1E, 6@4, 3@8, 6@10, THEN @24"	1-#4 E.F. TEMP.
P-2	14	33	2-#9	2-#8 1-#7	2-#10 1-#10		#3	U	1E, 4@10", THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-3	14	33		2-#9 1-#8			#3	U	1E, 6@4, 3@8, 6@10, THEN @24"	1-#4 E.F. TEMP.
P-4	14	33	2-#8	1-#7 2-#8	2-#9 2-#8		#3	U	1E, 4@10", THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-5	14	33		2-#9 1-#8	3-#7		#3	U	1E, 3, 4@6, 6@10, THEN @ 24"	1-#4 E.F. TEMP.
P-6	14	33	3-#8	3-#10			#3	U	1E, 6@4, 3@8, 6@10, THEN @ 24" EXT. END 3E, 8@6, 3@8, 4@6, 3@8, & 7@10, THEN @ 24" INT. END	1-#4 E.F. TEMP.
P-7	14	33	1-#10 1-#9	2-#6 2-#8	2-#10 2-#8		#3	U	1E, 5, 7@10", THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-8	14	33	2-#9	2-#6 1-#7	2-#9		#3	U	1E, 5, 7@10", THEN @ 24" o.c. @24" IN CANTILEVER	1-#4 E.F. TEMP.
P-9	14	33	2-#8	1-#7 2-#6	2-#9		#3	U	1E, 5, 4@10", THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-10	14	33		2-#6 1-#7	3-#7		#3	U	@ 24" o.c.	1-#4 E.F. TEMP.
P-11	14	33	1-#10 1-#9	1-#7 2-#6	2-#10		#3	U	1E, 5, 10@6", THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-12	14	33	2-#9	1-#7 2-#6	2-#10		#3	U	1E, 5, 7@10" THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-13	16	33	2-#8	3-#8	2-#8		#3	U	1E, 6, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-14	14	33		SEE ADJ. BM P-42	2-#8		#3	U	1E, 5, 4@10" THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-15	10	33	2-#7	1-#9 1-#8	2-#8		#3	U	1E, 6@10", THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-16	10	33	1-#9	1-#7 2-#6	2-#8		#3	U	1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-17	10	33	2-#5	2-#8			#3	U	1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-18	10	33	1-#6	1-#7 1-#9	2-#8	5'-0" IN CANT.	#3	U	1E, 6, THEN @ 12" o.c. 1E, 6, THEN @ 12" o.c. IN CANT.	1-#4 E.F. TEMP.
P-19	14	33	2-#8	1-#7 2-#6	2-#9	2'-8" IN CANT. 12'-8" 12'-8"	#3	U	1E, 4, 3, 6@8, 5E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-20	14	33		3-#8	3-#10 1-#9		#3	U	1E, 6@4, 4@6, 3@8, 7E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-21	14	33		3-#8			#3	U	1E, 6@4, 4@6, 3@8, 7E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-22	14	33	2-#9	1-#7 2-#6	2-#8		#3	U	1E, 4, 3@8, 5E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-23	14	33	2-#8	1-#7 2-#6	2-#9	12'-0"	#3	U	1E, 4, 3@8, 5E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-24	14	33	2-#11 2-#10	2-#10 1-#9	3-#8	12'-0" 5'-0" IN CANT.	#3	U	1E, 5, 6E, 4@6, 3@8, 7E, 10, THEN @ 24" INT. END	1-#4 E.F. TEMP.
P-25	14	33	2-#8	1-#7 2-#6	2-#9	2'-8" IN CANT. 12'-8" 12'-8"	#3	U	1E, 4@6, 5E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-26	14	33		1-#8 2-#6	3-#9 1-#10		#3	U	1E, 6E, 4, 2E, 6, 3E, 8, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-27	14	33		1-#8 2-#7			#3	U	1E, 5E, 6, 4, 2E, 6, 3E, 8, 6@10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-28	14	33	1-#9 1-#8	1-#7 2-#6	2-#8		#3	U	1E, 4@6, 5E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-29	14	33	2-#8	1-#7 2-#6	2-#8		#3	U	1E, 4@6, 3@8, 4@10, 5E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-30	14	33	3-#10 1-#9	2-#9 1-#10	3-#8	12'-0"	#3	U	1E, 6E, 4, 4@6, 3@8, 7E, 10, THEN @ 24" INT. END & 6E, 4, 2E, 6, 3E, 8, 6@10, THEN @ 24" EXT. END	1-#4 E.F. TEMP.
P-31	10	33	2-#7	1-#7 1-#6	1-#7	A 12'-8" 12'-8"	#3	U	1E, 6E IN CANT. 1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-32	10	33	2-#5	1-#7 1-#6	3-#8	12'-8" 12'-8"	#3	U	1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-33	10	33	2-#5	1-#7 1-#6			#3	U	1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-34	10	33	1-#8	1-#7 1-#6	1-#9		#3	U	1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-35	10	33	1-#8	1-#7 1-#6	1-#8		#3	U	1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-36	10	33	2-#10 2-#5	1-#9 1-#8	2-#7	12'-0" 12'-5"	#3	U	1E, 4, 3@8, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-37	14	33	3-#8	3-#10			#3	U	1E, 5E, 3, 6E, 4, 4@6, 3@8, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-38	14	33	2-#11	1-#7 2-#6	2-#10	LAP BM. P-40	#3	U	1E, 6E, 4, 3@8, THEN @ 10" o.c.	1-#4 E.F. TEMP.
P-39	14	33	2-#9	SEE BMP-38	2-#10		#3	U	1E, 6E, 4, 3@8, THEN @ 10" o.c.	1-#4 E.F. TEMP.
P-40	14	33		3-#8			#3	U	1E, 6E, 4, 2E, 6, 3E, 8, 7E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-41	14	33	3-#8	2-#10 1-#9			#3	U	1E, 5E, 4, 3E, 6, 7E, 10, THEN @ 24" EXT. END 1E, 5E, 4, 3E, 6, 4@6, 3@8, 7E, 10, THEN @ 24" o.c. INT. END	1-#4 E.F. TEMP.
P-42	14	33	2-#10	1-#7 2-#6	2-#10	LAP BADJ. BM.	#3	U	1E, 5, 4@6, 8E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-43	14	33	2-#9	SEE BM. P-42	2-#9		#3	U	1E, 5, 4@6, 8E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-44	14	33		2-#8 1-#7			#3	U	1E, 6E, 4, 3@8, 7E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-45	10	33	2-#7	1-#9 1-#8	2-#5		#3	U	1E, 5E, 6, 10, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-46	10	33	1-#9	1-#8 1-#6	2-#8	LAP BM. P-38	#3	U	1E, 6E, 4, 3@8, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-47	10	33	1-#8	SEE BM. P-46	2-#8		#3	U	1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-48	10	33	2-#5	2-#7			#3	U	1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-49	14	33	2-#10	2-#6 1-#7	2-#10		#3	U	1E, 5, 7@10, THEN @ 24" o.c. 2E, 8" o.c. IN CANTILEVER	1-#4 E.F. TEMP.
P-50	10	33	1-#9	1-#6 1-#7	2-#8		#3	U	1E, 6, THEN @ 12" o.c. 2E, 8" o.c. IN CANT.	1-#4 E.F. TEMP.
P-51	14	33	2-#11 2-#10	1-#7 2-#6		2'-11" 15'-0"	#3	U	1E, 2, 5E, 6, 4, 2E, 6, 3E, 8, THEN @ 10" o.c.	1-#4 E.F. TEMP.
P-52	14	33	2-#11		1-#10 1-#11	2'-11" 6"	#3	U	1E, 2, 5E, 6, 4, 6E, 4, 4@6, 3E, 8, THEN @ 10" o.c.	1-#4 E.F. TEMP.
P-53	14	33		4-#9		2'-0"	#3	U	1E, 2, 6E, 5, 8E, 4, 4@6, 3E, 8, THEN @ 10" o.c.	1-#4 E.F. TEMP.
P-54	24	33	6-#7	6-#10	2-#6 6-#7	2'-0"	#4	L	1E, 4, 5E, 9, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-55	14	33	3-#7	2-#7 2-#8			#3	U	1E, 4, 5E, 9, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-56	24	33	6-#8	7-#11			#4	L	1E, 4, 9E, 9, THEN @ 16" o.c.	1-#4 E.F. TEMP.
P-57	14	33	3-#7	4-#9			#3	U	1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-58	10	33		1-#7 2-#6	2-#8	11'-0"	#3	U	1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
P-59	14	33		SEE ADJ. BM P-42	7-#7	2'-0"	#3	U	1E, 5, 4E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-60	16	33	5-#7	5-#7	5-#7	4'-0"	#3	U	1E, 6, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-61	14	33	4-#9	1-#7 2-#6			#3	U	1E, 5, 4E, 6, & 8E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-62	14	33		SEE ADJ. BM. P-42	1-#6 2-#7		#3	U	1E, 5, 4E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-63	14	33		2-#7 1-#7	2-#6 1-#7		#3	U	1E, 5, 4E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.
P-64	14	33		2-#6 1-#7			#3	U	1E, 5, 4E, 10, THEN @ 24" o.c.	1-#4 E.F. TEMP.

MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING BOTTOM	REINFORCING TOP RIGHT	SKETCH	STIRRUPS SIZE	STIRRUPS TYPE	STIRRUPS SPACING EA. END UNLESS NOTED	NOTES
G-1	42	33	3-#9 4-#9	11-#9	9-#9 4-#9	N S	#4		1E, 3, 2E, 6E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-2	42	33		7-#8	7-#9 4-#9		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-3	42	33		7-#8			#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-4	42	33	4-#9 6-#9	13-#9	8-#10 5-#9		#4		1E, 3, 2E, 5E, 6, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-5	42	33		8-#8	8-#9 4-#9		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-6	42	33		8-#8			#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-7	42	33	2-#9 4-#11	11-#10	8-#10 4-#11		#4		1E, 3, 2E, 6E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-8	42	33		9-#8	9-#9 4-#9		#4		1E, 4, 10E, 9, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-9	42	33		9-#8			#4		1E, 4, 10E, 9, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-10	42	33	2-#9 6-#9	9-#9	7-#9 4-#9		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-11	42	33		6-#8	6-#9 3-#9		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-12	42	33		6-#8			#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-13	20½	33	2-#9 6-#9	7-#9	3-#11 3-#9		#4		1E, 3, 2E, 6E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-14	20½	33		4-#8	4-#9 6-#9		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-15	20½	33		4-#8			#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-16	42	33	5-#8 4-#8	9-#8	7-#8 4-#8		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-17	42	33		7-#7	6-#8 3-#8		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-18	42	33		7-#7			#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-19	42	33	6-#8 4-#8	7-#8		16'-8" 11'-6"	#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-20	42	33	8-#9 4-#9	9-#8	4-#9 4-#9	15'-8"	#4		1E, 6, 3E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-21	42	33		7-#7	4-#9	15'-8"	#4		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
G-22	42	33	7-#9 4-#9	9-#8	4-#9 4-#9	17'-9" 11'-6"	#4		1E, 3, 1E, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-23	42	33	9-#9 4-#9	10-#8	6-#9 4-#9	17'-9" 15'-8" 11'-6"	#4		1E, 6, 3E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-24	42	33	7-#10 5-#9	11-#8	7-#9 4-#9	17'-9" 15'-8" 11'-6"	#4		1E, 4, 10E, 9, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-25	42	33	6-#9 5-#9	7-#8	5-#9 4-#9	15'-8" 11'-6"	#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-26	42	33	8-#8 5-#8	9-#8	2-#8	15'-8" 11'-6"	#4		1E, 6, 3E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-27	20½	33	4-#9 2-#9	5-#8	3-#9 2-#9	15'-8" 11'-6"	#4		1E, 6, 3E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-28	20½	33		4-#7	2-#9	15'-8"	#4		1E, 9, THEN @ 12" o.c.	1-#4 E.F. TEMP.
G-29	42 20½	33	8-#8 5-#9	3-#7 6-#8	4-#11 3-#11	15'-8" 11'-6"	#4		1E, 3, 5E, 6, 2E, 1E, THEN @ 24" o.c. S. END (CLOSED) S. END (OPEN)	1-#4 E.F. TEMP.
G-30	42 20½	33	3-#7	3-#7 5-#8	6-#8 3-#8	15'-8" 11'-6"	#4		1E, 3, 5E, 6, 2E, 1E, THEN @ 24" o.c. N. END (CLOSED) S. END (OPEN)	1-#4 E.F. TEMP.
G-31	42 20½	33		3-#7 5-#8	3-#10 2-#10 3-#7	15'-8" 11'-6"	#4		1E, 3, 5E, 6, 2E, 1E, THEN @ 24" o.c. N. END (CLOSED) S. END (OPEN)	1-#4 E.F. TEMP.
G-32	42 20½	33		3-#7 5-#8	3-#7		#4		1E, 3, 6E, 5E, 2E, 1E, THEN @ 24" o.c. S. END (CLOSED) S. END (OPEN)	1-#4 E.F. TEMP.
G-33	20½	33	3-#9 2-#9	4-#7	2-#9 2-#9		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-34	20½	33		4-#7	2-#9		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-35	20½	33	1-#9 5-#9	7-#9	4-#9 3-#9	11'-9" 15'-8" 11'-6"	#4		1E, 6, THEN @ 12" o.c. IN CANTILEVER 1E, 3, 2E, 6E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-36	42	33	4-#9 4-#9	12-#9	8-#10 4-#10	15'-8" 11'-6"	#4		1E, 6, THEN @ 12" o.c. N. END 1E, 6, 2E, 4, THEN @ 12" o.c. S. END	1-#4 E.F. TEMP.
G-37	42	33		7-#7	2-#9 4-#9		#4		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
G-38	42	33		10-#8	8-#9 4-#9		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-39	42	33	7-#7	7-#7	7-#7		#4		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
G-40	42	33		7-#7	7-#7		#4		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
G-41	42	33		7-#7	4-#8 7-#7		#4		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
G-42	42	33		9-#8	7-#9 4-#9		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-43	42	33	4-#9 4-#9	13-#9	9-#9 4-#10		#4		1E, 3, 2E, 6E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-44	42	33	8-#9 4-#11	9-#11	8-#10 4-#11		#4		1E, 3, 2E, 6E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-45	42	33	6-#9 4-#9	12-#10	7-#11 5-#10		#4		1E, 5, 2E, 6E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-46	42	33	8-#9 4-#9	10-#9	6-#9 4-#9		#4		1E, 6, 3E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-47	20½	33	1-#9 2-#11	5-#11	4-#10 2-#11		#4		1E, 5, 2E, 6E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-48	42	33	3-#9 4-#9	12-#9	6-#9 4-#9		#4		1E, 6, 3E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-49	20½	33		5-#10 LL 6-#10 LL	5-#9		#4		1E, 6, 3E, 1E, THEN @ 24" o.c. 1E, 5, THEN @ 1E" o.c. IN CANTILEVER	1-#4 E.F. TEMP.
G-50	42	33	5-#9 4-#8	9-#8	5-#9 4-#9		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-51	42	33		7-#8	6-#8 4-#8		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-52	20½	33	1-#8 3-#8	5-#8	4-#9 2-#9		#4		1E, 6, 3E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-53	42 20½	33		3-#7 5-#8	5-#7		#4		1E, 3, 5E, 6, 2E, 1E, THEN @ 24" o.c. S. END (CLOSED) S. END (OPEN)	1-#4 E.F. TEMP.
G-54	42 20½	33	8-#8 2-#11	3-#7 5-#8	5-#9 3-#7 3-#7		#4		1E, 3, 5E, 6, 2E, 1E, THEN @ 24" o.c. S. END (CLOSED) S. END (OPEN) 1E, 2, 6E, 1E, THEN @ 24" o.c. N. END (OPEN)	1-#4 E.F. TEMP.
G-55	20½	33		4-#7	3-#9 3-#8		#4		1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-56	20½	33	5-#9	E-#10 LL 5-#10 LL			#4		1E, 6, THEN @ 12" o.c. IN CANT. (EA. END) 1E, 6, 2E, 1E, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-57	42	33	2-#11 6-#11	12-#11	6-#11 6-#11		#4		1E, 3, 2E, 6E, THEN @ 18" o.c.	1-#4 E.F. TEMP.
G-58	42	33	8-#9 4-#9	9-#9	2-#9 4-#9		#4		1E, 2, 6E, 12, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-59	20½	33	5-#9	4-#7			#4		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
G-60	42	33		5-#7	6-#9 2-#6		#3	U	1E, 12, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-61	20½	33		4-#9 3-#8			#4		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
G-62	42	33		7-#7	7-#7		#4		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
G-63	42	33		7-#7			#4		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
G-64	42	33		5-#7	7-#9 3-#9		#4		1E, 12, THEN @ 24" o.c.	1-#4 E.F. TEMP.

MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING UNLESS NOTED	REINFORCING TOP RIGHT	SKETCH	STIRRUPS SIZE	STIRRUPS TYPE	STIRRUPS SPACING EA. END UNLESS NOTED	NOTES
G-65	42	33		10-#9		N S	#4		1E, 6, 3E, 12, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-66	60	33	4-#9	12-#11	10-#11		#4		1E, 3, 1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
G-67	60	33		12-#11	4-#9		#4		1E, 3, 1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
G-68	42	33	4-#9 4-#9	11-#9	7-#9 5-#9	4'-9" 7'-9"	#4		1E, 6, 3E, 12, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-69	42	33		9-#8	4-#9 4-#9	4'-9"	#4		1E, 6, 12, 8E, 12, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-70	42	33	2-#9 4-#9	9-#9	7-#9 4-#9	2'-9" 7'-9"	#4		1E, 6, 12, 6E, 12, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-71	42	33		8-#7	2-#6		#4		1E, 6, 3E, 12, THEN @ 24" o.c.	1-#4 E.F. TEMP.
G-72	20½	33	4-#9	4-#8	4-#9		#4		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
BT-1	10	33	2-#7	3-#9			#3		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
BT-2	14	33	3-#8	2-#10 2-#9	3-#8		#3	U	1E, 4, 10E, 9, THEN @ 24" o.c.	1-#4 E.F. TEMP.
BT-3	20	33	4-#8	5-#10			#4		1E, 6, 5E, 12, THEN @ 18" o.c.	1-#4 E.F. TEMP.
BT-4	20½	33	2-#7	4-#9	2-#8	2'-8½"	#4		1E, 6, THEN @ 18" o.c.	1-#4 E.F. TEMP.
BT-5	14	33	2-#8	3-#11			#3		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
BT-6	18	33	3-#9	5-#10			#4		1E, 4, 10E, 9, THEN @ 24" o.c.	1-#4 E.F. TEMP.
BT-7	30	33	5-#9	8-#10			#4		1E, 5, 14E, 6, THEN @ 18" o.c.	1-#4 E.F. TEMP.
BT-8	20½	33	2-#7	2-#9 2-#10	2-#8	2'-8½"	#4		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
BT-9	42	33	2-#7	6-#8 10-#8	2-#8 6-#7	2'-7½" 2'-8½" 6'-9"	#4		@ 16" o.c.	1-#4 E.F. TEMP.
BT-10	80	33		10-#8	14-#8					#4-6-5 @ 4'-0" o.c.
BT-11	80	33		10-#8	14-#8					#4-6-5 @ 4'-0" o.c.
BT-12	72	24		10-#9	11-#6	6'-0"	#3		1E, 5, 8E, 6 o.c.	
BT-13	72	24			13-#9		#3		1E, 3, 1E, 2E, 6 o.c.	
BT-14	12	24		2-#6	1-#7 1-#8		#3		1E, 6, THEN @ 12" o.c.	1-#4 E.F. TEMP.
BT-15	60	43		10-#11	10-#9		#4		1E, 6, 10E, 12" o.c.	3-#4 E.F. TEMP.
BT-16	60	43			17-#10		#4		1E, 3, 12E, 6, 10E, 12"	3-#4 E.F. TEMP.
BT-17	60	36		16-#10	10-#8		#4		1E, 6, 7E, 12" o.c.	2-#4 E.F. TEMP.
BT-18	60	36			17-#9		#4		1E, 3, 5E, 6, 10E, 12" o.c.	2-#4 E.F. TEMP.
BT-19	36	36		7-#7	7-#7		#4		1E, 9, THEN @ 18" o.c.	2-#4 E.F. TEMP.
BT-20	36	36			7-#7		#4		1E, 9, THEN @ 18" o.c.	2-#4 E.F. TEMP.
BT-21	36	36			12-#9		#4		1E, 6, 5E, 12, THEN @ 18" o.c.	2-#4 E.F. TEMP.
BT-22	36	36			7-#7 10-#9		#4		1E, 6, 12E, 12, THEN @ 18" o.c.	2-#4 E.F. TEMP.
BT-23	36	24		6-#7 9-#8	6-#7		#3		1E, 3, 5E, 6 o.c.	
BT-24	48	24		6-#7 7-#7						
BT-25	48	24		7-#8 6-#7	6-#8	6'-8" 7'-8½" 8'-8½"				
BT-26	48	24		11-#8	8-#7		#3		1E, 3, 5E, 6 o.c.	
ST-27	32½	24	5-#9	10-#9			#4		1E, 4, 9E, 9, THEN @ 16".	
ST-28	12	30	2-#6	3-#7			#3		1E, 6, THEN @ 12".	1-#4 E.F. TEMP.
AT-1	12	32	2-#7	1-#10 2-#9			#3	U	1E,

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

• BASEMENT AND FOUNDATION FLOOR PLAN AREA EA •
SCALE: 1/8"=1'-0" FINISH FLOOR ELEV.

• SECTION •

• TYP. CW. & GRADE SEPERATION •

• SECTION •

• KEY PLAN ZONE E •

NOTES:
1. SEE SHT. S-35 FOR BELL BOTTOM DETAILS.
2. SEE SHT. S-35 FOR COLUMN SCHEDULE.
3. SEE SHT. S-35 FOR WALL & SLAB ON GRADE DETAILS.
4. SEE SHT. S-10 FOR GENERAL NOTES.

SHEET CONTENTS: BASEMENT & FOUNDATION FLOOR PLAN AREA EA

SHEET NO. S-16 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

BASEMENT AND FOUNDATION FLOOR PLAN AREA WA.

SCALE 1/8" = 1'-0"

NOTES:
1. SEE SHT. S-33 FOR FOOTING DETAILS.
2. SEE SHT. S-35 FOR COL SCHEDULE.
3. SEE SHT. S-33 FOR WALL & SLAB ON GRADE DETAILS.
4. SEE SHT. S-10 FOR GENERAL NOTES.

KEY PLAN ZONE W

SHEET CONTENTS	SHEET NO.
BASEMENT & FOUNDATION FLOOR PLAN AREA WA	S-17 OF 83

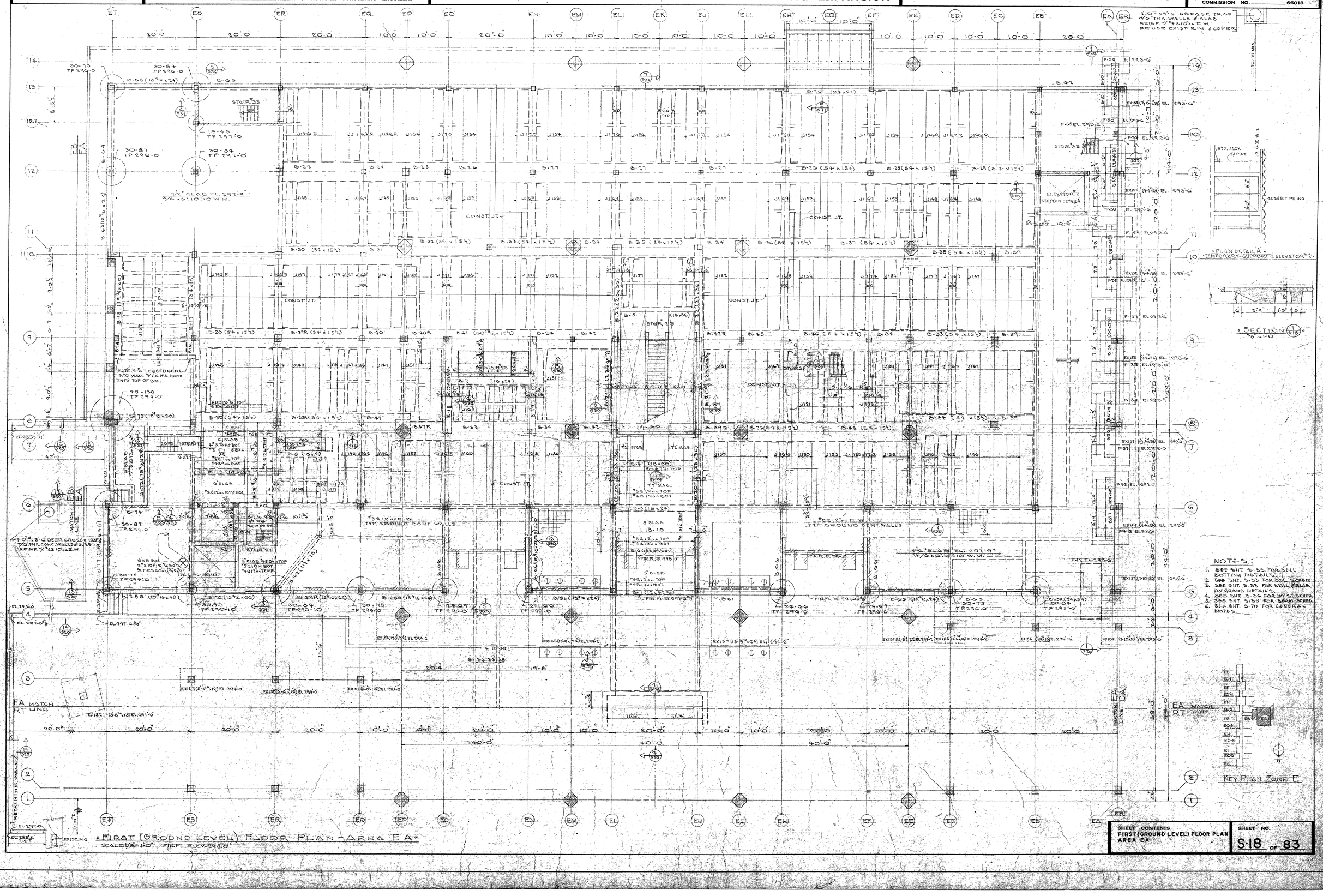
APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013


ET ES ER EQ EP EO EN EM EL EK EJ EI EH EG EF EE ED EC EB EA ER
20'-0" 20'-0" 20'-0" 10'-0" 10'-0" 20'-0" 10'-0" 10'-0" 10'-0" 10'-0" 10'-0" 10'-0" 10'-0" 10'-0" 10'-0" 10'-0" 20'-0"
14 13 12.5 12 11 10 9 8 7 6 5 4 3 2 1
1½" SLAB EL. 297'-9" W/6"x6".10/10 W.M.
CONST. JT.
B-30 (54'x15½") B-31 B-32 (54'x15½") B-33 (54'x15½") B-34 B-35 (54'x15½") B-36 (54'x15½") B-37 (54'x15½") B-38 (54'x15½") B-39
B-27R (54'x15½") B-40 B-40R B-41 (60'6"x15½") B-42 B-42R B-43 (54'x15½")
B-28 (54'x15½") B-29 (54'x15½")
B-1 (24'x24') B-2 (18'x24') B-3 (18'x24') B-4 (18'x24') B-5 (18'x24') B-6 (18'x24') B-7 (16'x24') B-8 (18'x24') B-9 (18'x24')
B-10 (24'x24') B-11 (18'x24') B-12 (18'x24') B-13 (18'x24') B-14 (18'x24') B-15 (18'x24') B-16 (18'x24')
B-17 (18'x24') B-18 (18'x24') B-19 (18'x24') B-20 (18'x24') B-21 (18'x24') B-22 (18'x24') B-23 (18'x24')
B-24 (18'x24') B-25 (18'x24') B-26 (18'x24') B-27 (18'x24') B-28 (18'x24') B-29 (18'x24') B-30 (18'x24')
B-31 (18'x24') B-32 (18'x24') B-33 (18'x24') B-34 (18'x24') B-35 (18'x24') B-36 (18'x24') B-37 (18'x24')
B-38 (18'x24') B-39 (18'x24')
30-73 TP 296'-0
30-84 TP 296'-0
30-87 TP 296'-0
30-84 TP 297'-0
18-48 TP 297'-0
30-87 TP 294'-0
30-73 TP 294'-0
48-138 TP 294'-0
30-87 TP 294'-0
30-90 TP 290'-10
30-93 TP 290'-10
30-18 TP 296'-0
28-09 TP 296'-0
28-06 TP 296'-0
24-09 TP 296'-0
30-03 TP 296'-0
30-75 TP 296'-0
30-04 TP 296'-0
STAIR #3
STAIR #5
STAIR #2
STAIR #1
STAIR #4
DOWN
EXIST. (12'-0"x12") EL 294'-2
EXIST. (10'-3"x24") EL 294'-2
EXIST. (15'-8"x20") EL 294'-6
EXIST. (10'-10"x18") EL 295'-0
EXIST. (8'-0"x12") EL 294'-0
EXIST. (6'-4"x12") EL 294'-0
EXIST. (2'-0"x18") EL 294'-0
EXIST. (8'-8"x18") EL 294'-0
F-36 EL 293'-6
F-35 EL 293'-6
F-38 EL 293'-6
F-37 EL 293'-6
F-43 EL 293'-0
F-12 EL 293'-6
F-29 EL 293'-6
F-50 EL 293'-6
F-51 EL 293'-6
F-52 EL 293'-6
F-53 EL 293'-6
F-54 EL 293'-6
F-55 EL 293'-6
F-56 EL 293'-6
F-57 EL 293'-6
F-58 EL 293'-6
F-59 EL 293'-6
F-60 EL 293'-6
F-61 EL 293'-6
F-62 EL 293'-6

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

NOTES:

1. SEE SHT. S-35 FOR FOOTING DETAILS.
2. SEE SHT. S-33 FOR COL. SCHEDULE.
3. SEE SHT. S-33 FOR WALL & SLAB ON GRADE DETAILS.
4. SEE SHT. S-34 FOR JOIST SCHEDULE.
5. SEE SHT. S-35 FOR BEAM SCHEDULE.
6. SEE SHT. S-16 FOR GENERAL NOTES.

KEY PLAN - ZONE W

First (Ground Level) Floor Plan - Area WA

Scale 1/8" = 1'-0"

Fin. Fl. Elev. 298'-0"

SHEET CONTENTS	SHEET NO.
FIRST (GROUND LEVEL) FLOOR PLAN AREA WA	S-19 OF 83

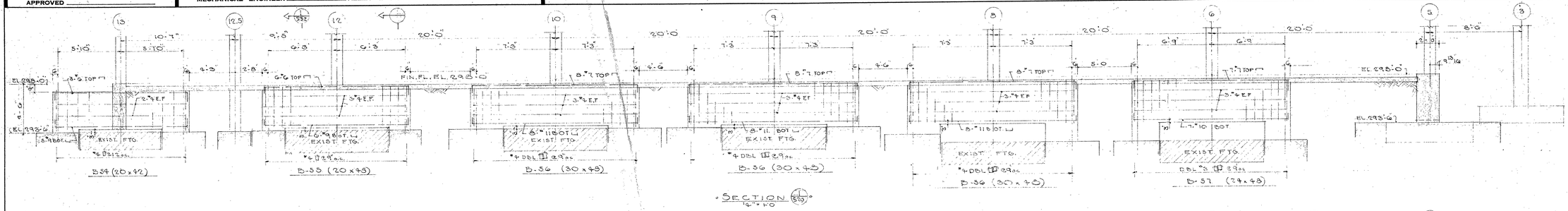
APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
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* INDICATES TOP & BOT. STEEL IN GRADE BEAM - BLDG EA ONLY.
TOP REINF. TO RUN CONT. W/LAP @ MID. SPAN.
BOT. REINF TO LAP @ COLS.

1. EXCAVATE FOR BSMT. AS SHOWN.
2. DRILL & POUR BELL PILES.
3. DRIVE SHEET PILES.
4. BUILD BSMT. & 1ST FL.
5. BRACE SHEET PILES TO 1ST FL. AS SHOWN.
6. EXCAVATE & POUR ELEVATOR WALLS TO EL 292.0.
7. AFTER WALLS HAVE OBTAINED PROPER STRENGTH REMOVE BRACING.
8. POUR REMAINING WALL TO 1ST FL.
9. POUR NEW FOOTINGS ALONG COL. LINE 'EA'.

SHEET CONTENTS
SECTIONS & DETAILS
AREA EA & WA

SHEET NO.
S-20 OF 83

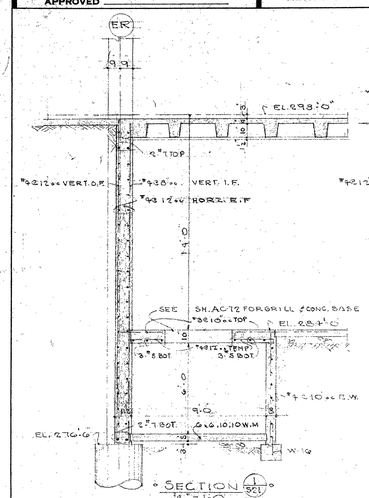
APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

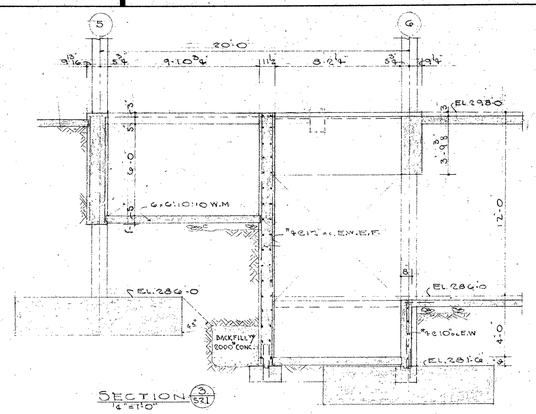
MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

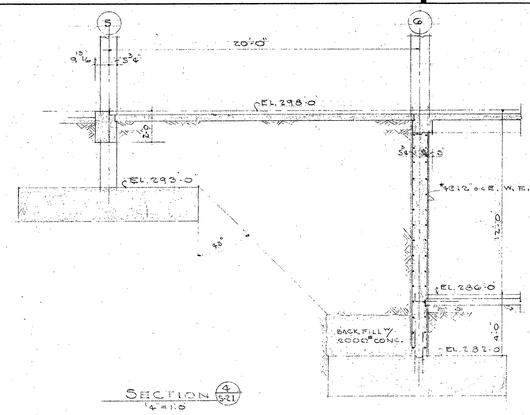
DATE APRIL 15, 1970
COMMISSION NO. 66013



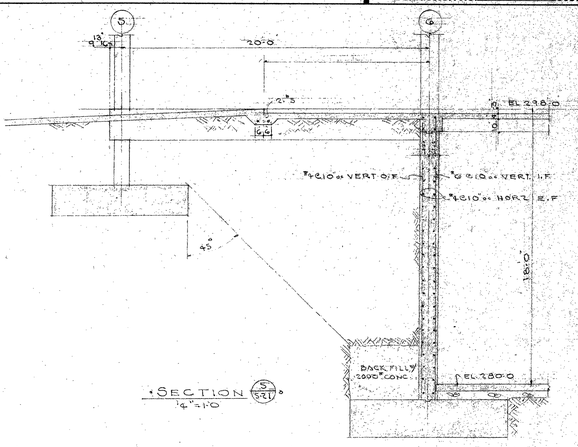
• SECTION (1/S21) •
1/4" = 1'-0"



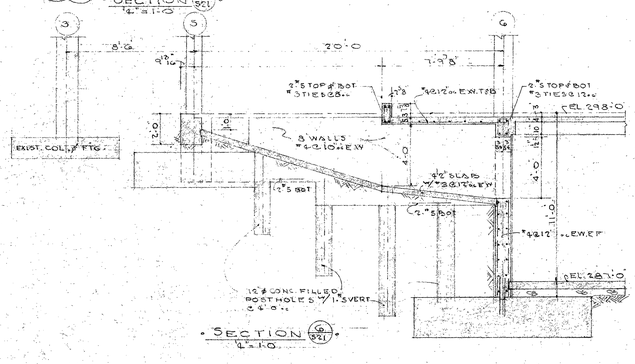
• SECTION (3/S21) •
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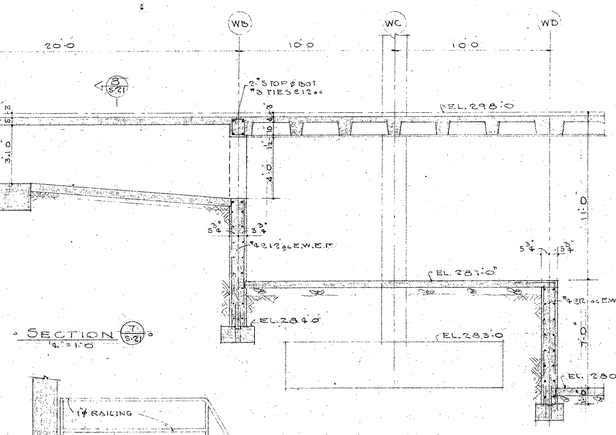
• SECTION (4/S21) •
1/4" = 1'-0"



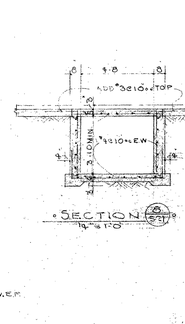
• SECTION (5/S21) •
1/4" = 1'-0"



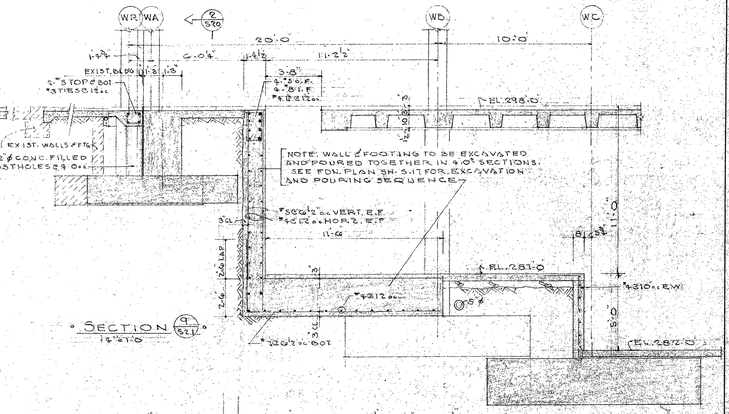
• SECTION (6/S21) •
1/4" = 1'-0"



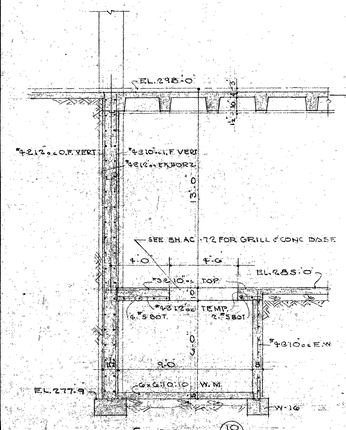
• SECTION (7/S21) •
1/4" = 1'-0"



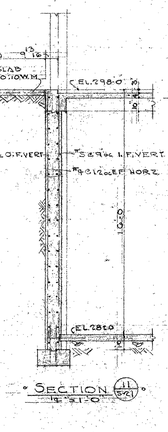
• SECTION (8/S21) •
1/4" = 1'-0"



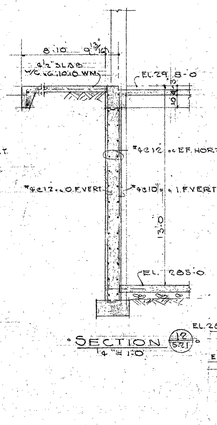
• SECTION (9/S21) •
1/4" = 1'-0"



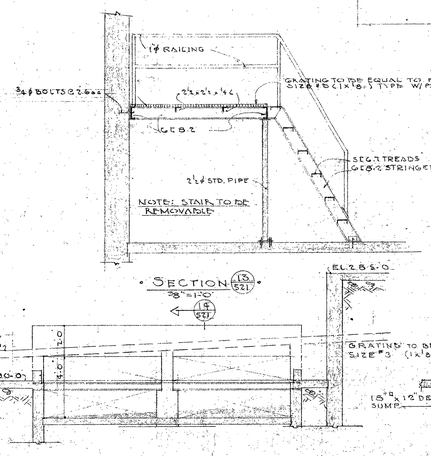
• SECTION (10/S21) •
1/4" = 1'-0"



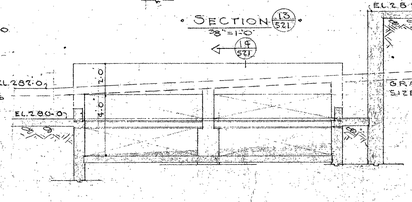
• SECTION (11/S21) •
1/4" = 1'-0"



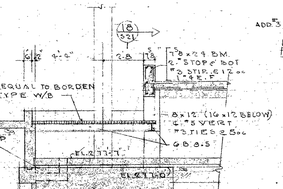
• SECTION (12/S21) •
1/4" = 1'-0"



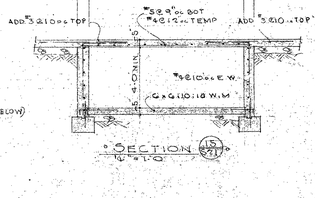
• SECTION (13/S21) •
3/8" = 1'-0"



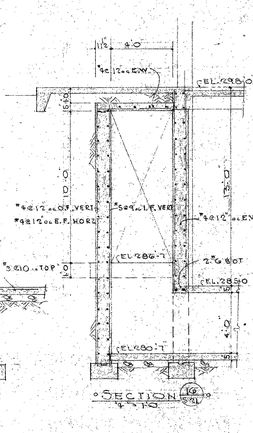
• SECTION (14/S21) •
1/4" = 1'-0"



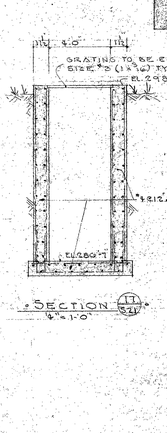
• SECTION (15/S21) •
1/4" = 1'-0"



• SECTION (16/S21) •
1/4" = 1'-0"



• SECTION (17/S21) •
1/4" = 1'-0"



• SECTION (18/S21) •
1/4" = 1'-0"

SHEET CONTENTS
SECTIONS & DETAILS
AREA EA. & WA.

SHEET NO.
S-21 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

• SECOND (MAIN LEVEL) FLOOR PLAN-AREA EA •

SCALE 1/8"=1'0" FIN. FL. ELEV. 312'-0"

• SECTION 1/522 •

1/2"=1'0"

• SECTION 2/522 •

1/2"=1'0"

• SECTION 3/522 •

1/2"=1'0"

• SECTION 4/522 •

1/2"=1'0"

• SECTION 5/522 •

3/8"=1'0"

• SECTION 6/522 •

3/8"=1'0"

• SECTION 7/522 •

3/8"=1'0"

KEY PLAN ZONE E

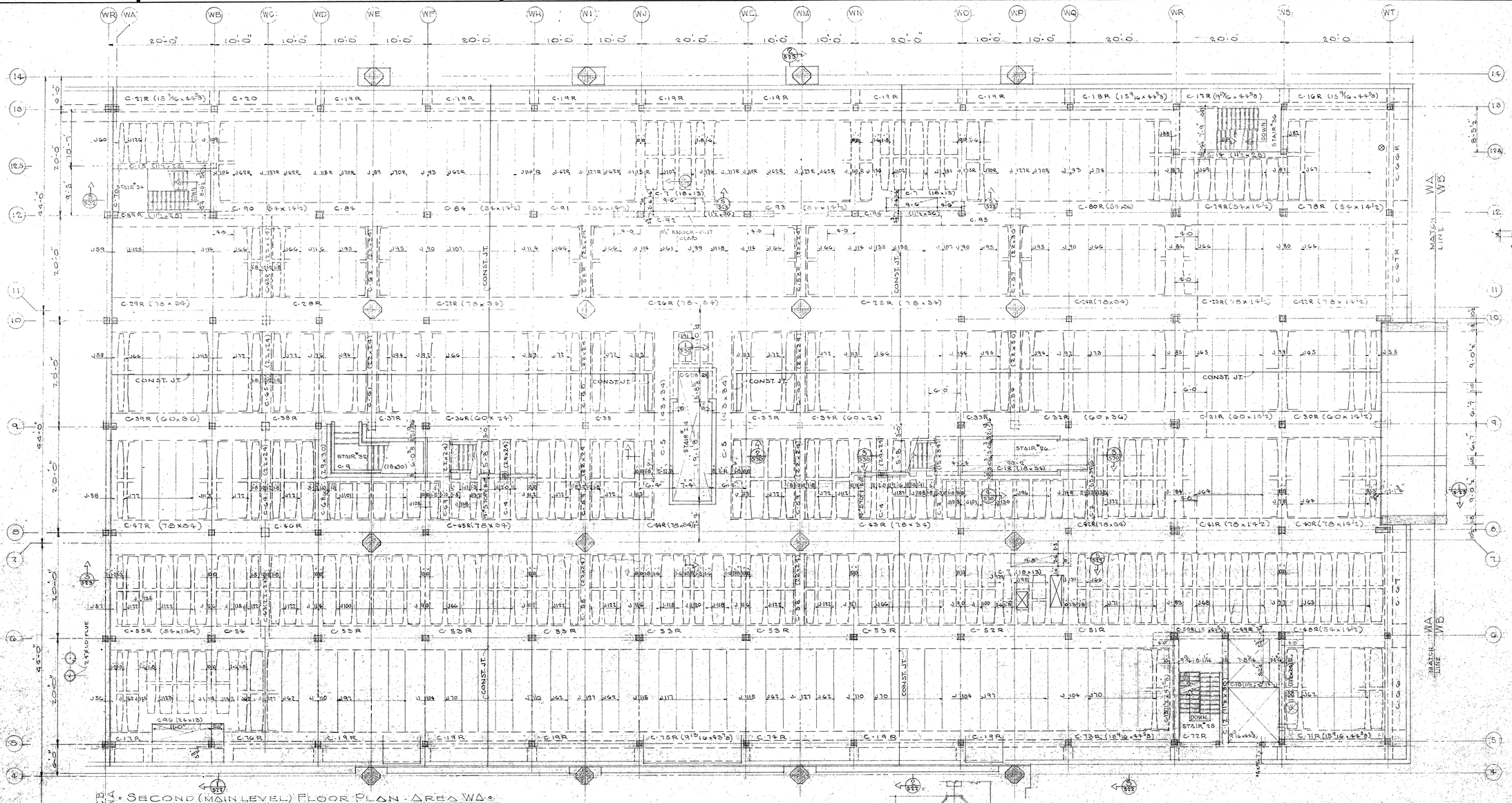
NOTES:

1. SEE SHT. S-36 FOR COLUMN SCHEDULE.
2. SEE SHT. S-34 FOR JOIST SCHEDULE.
3. SEE SHT. S-35 FOR BEAM SCHEDULE.
4. SEE SHT. S-10 FOR GENERAL NOTES.

SHEET CONTENTS
SECOND (MAIN LEVEL) FLOOR PLAN AREA EA

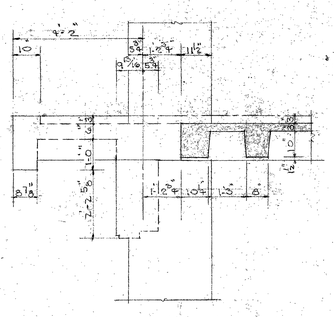
SHEET NO.
S-22 OF 83

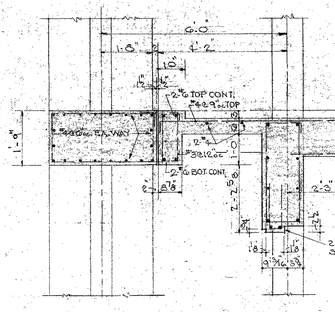
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE _____ APRIL 15, 1970 COMMISSION NO. _____ 66013

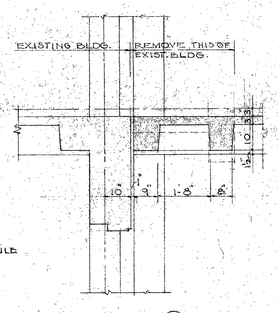


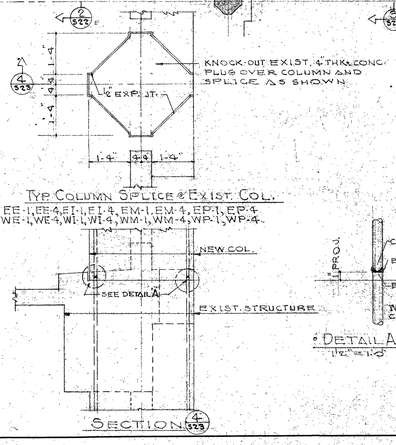
SECOND (MAIN LEVEL) FLOOR PLAN - AREA WA

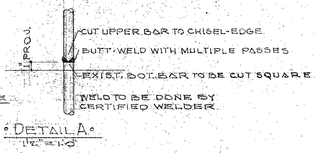
SCALE 1/8"=1'-0" FIN. FL. ELEV. = 912'-0"

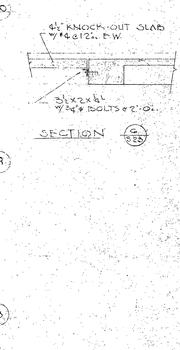


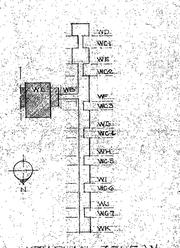












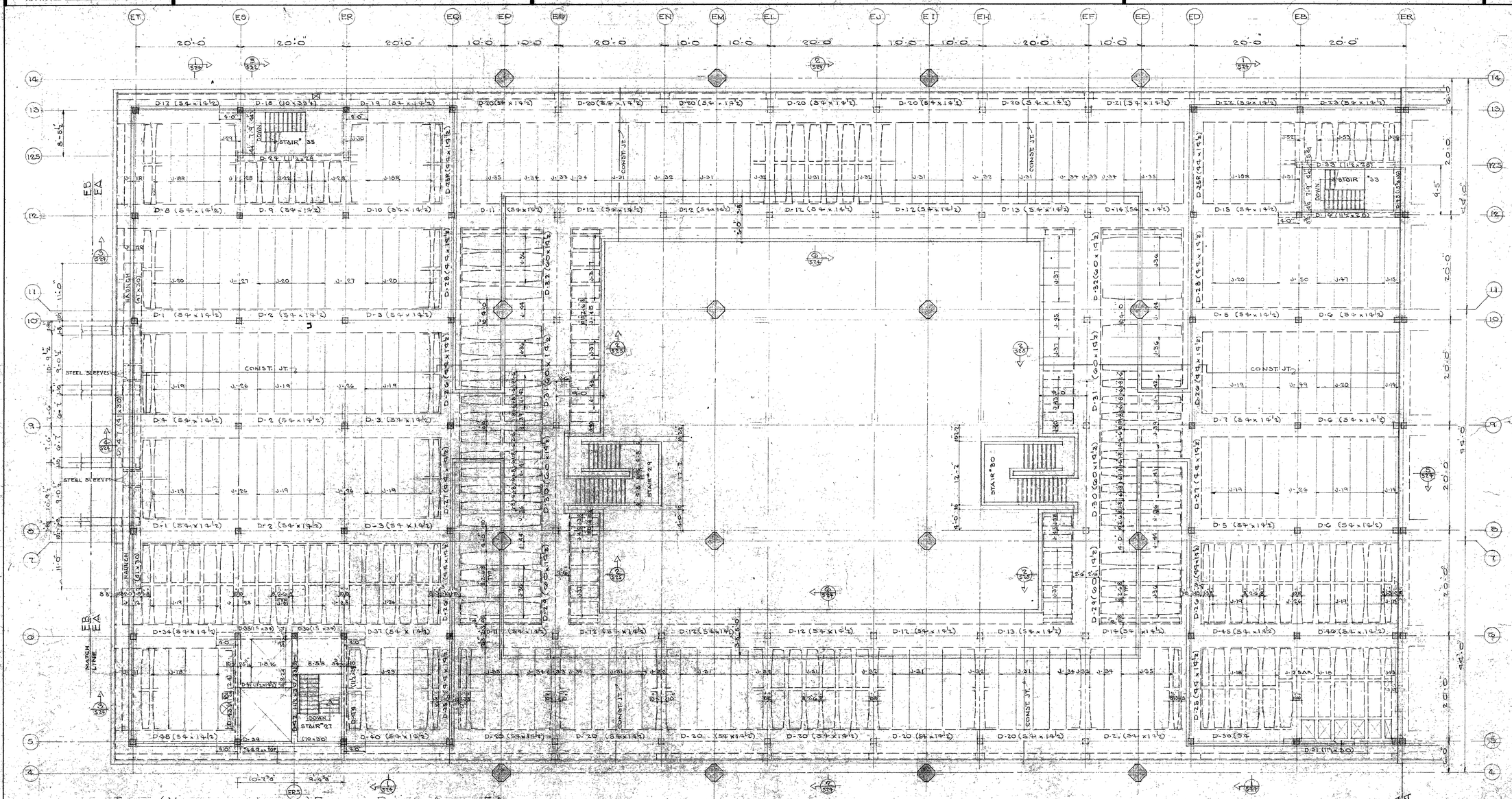
KEY PLAN - ZONE W

NOTES:

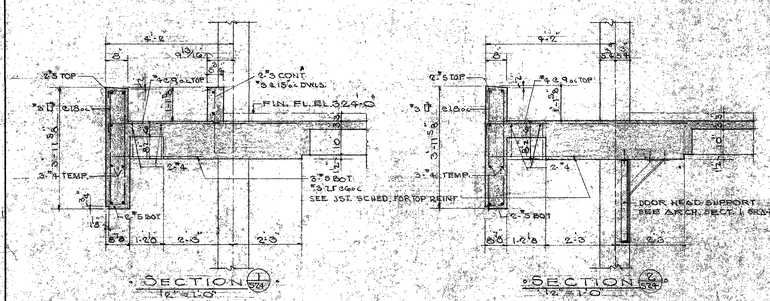
1. SEE SHT. S-33 FOR COLUMN SCHEDULE
2. SEE SHT. S-34 FOR JOIST SCHEDULE
3. SEE SHT. S-35 FOR BEAM SCHEDULE
4. SEE SHT. S-10 FOR GENERAL NOTES

SHEET CONTENTS	SHEET NO.
SECOND (MAIN LEVEL) FLOOR PLAN AREA WA	S-23 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

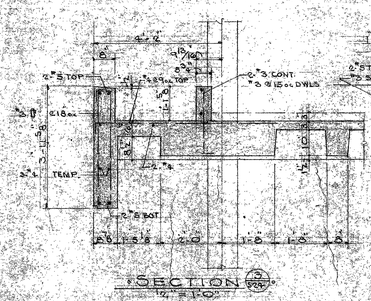


• THIRD (MEZZANINE LEVEL) FLOOR PLAN - AREA EA •
SCALE 1/8" = 1'-0" FIN. FL. ELEV. 32.4'-0"

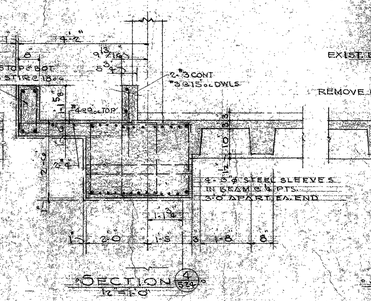


• SECTION 1/S24 •
1/2" = 1'-0"

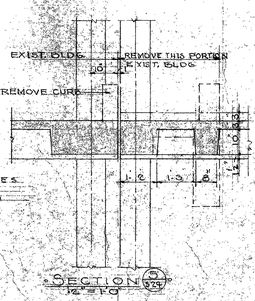
• SECTION 2/S24 •
1/2" = 1'-0"



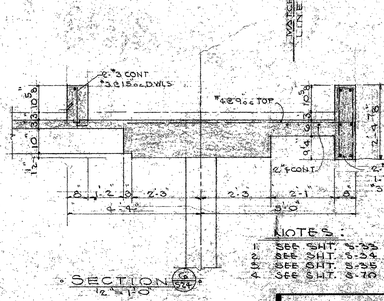
• SECTION 3/S24 •
1/2" = 1'-0"



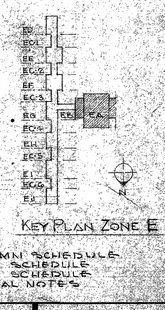
• SECTION 4/S24 •
1/2" = 1'-0"



• SECTION 5/S24 •
1/2" = 1'-0"



• SECTION 6/S24 •
1/2" = 1'-0"

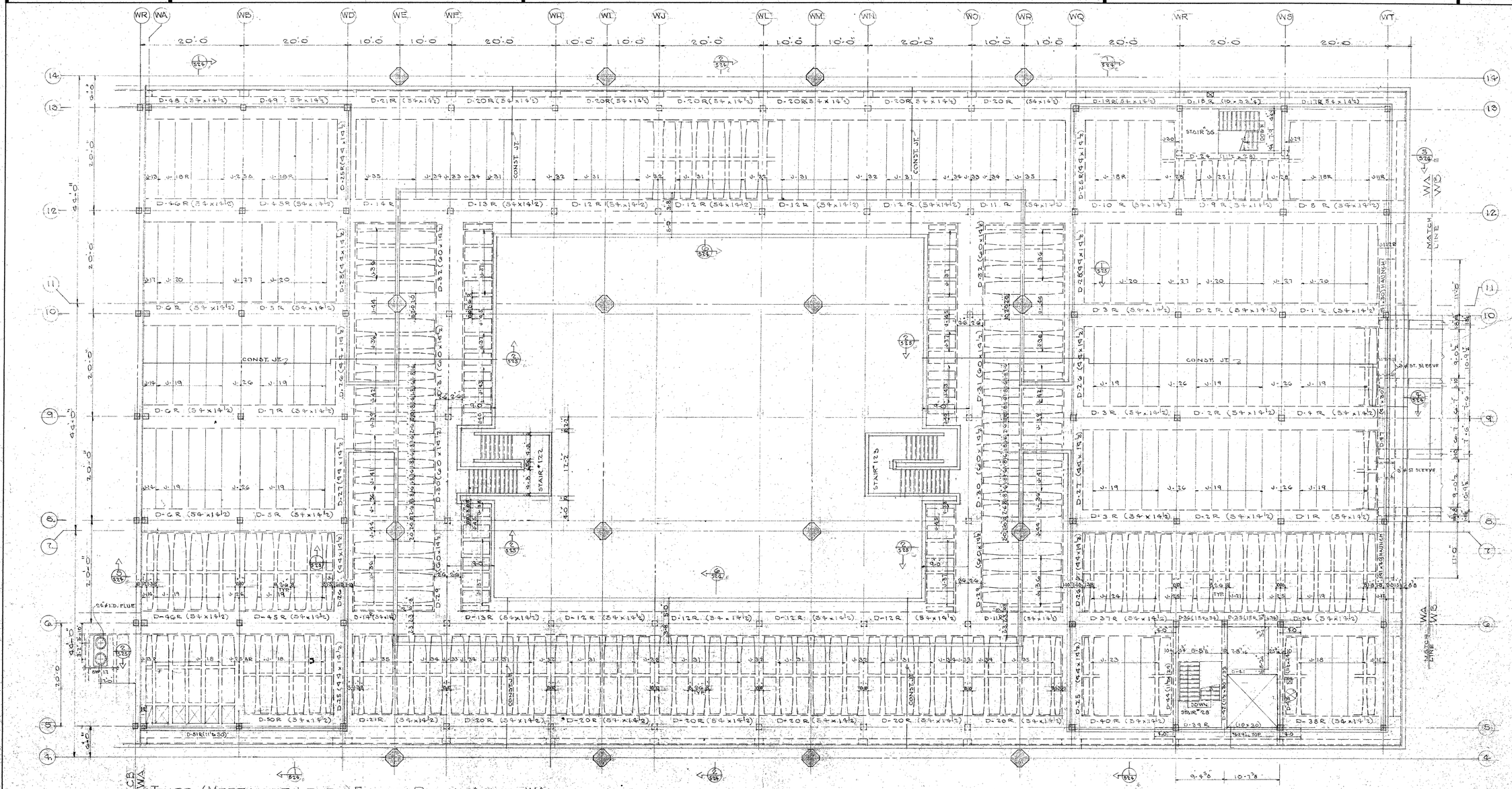


KEY PLAN ZONE E

NOTES:
1. SEE SHT. S-33 FOR COLUMN SCHEDULE
2. SEE SHT. S-34 FOR JOIST SCHEDULE
3. SEE SHT. S-35 FOR BEAM SCHEDULE
4. SEE SHT. S-10 FOR GENERAL NOTES

SHEET CONTENTS	SHEET NO.
THIRD (MEZZ. LEVEL) FLOOR PLAN AREA EA	S-24 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



THIRD (MEZZANINE LEVEL) FLOOR PLAN - AREA WA

SCALE 1/8" = 1'-0" FIN. FL. EL. 324'-0"

SECTION 1/2" = 1'-0"

SECTION 1/2" = 1'-0"

SECTION 3/4" = 1'-0"

KEY PLAN ZONE W

NOTES:

1. SEE SHT. S-33 FOR COLUMN SCHEDULE
2. SEE SHT. S-34 FOR JOIST SCHEDULE
3. SEE SHT. S-35 FOR BEAM SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES

SHEET CONTENTS	SHEET NO.
THIRD (MEZZ. LEVEL) FLOOR PLAN AREA WA	S-25 OF 83

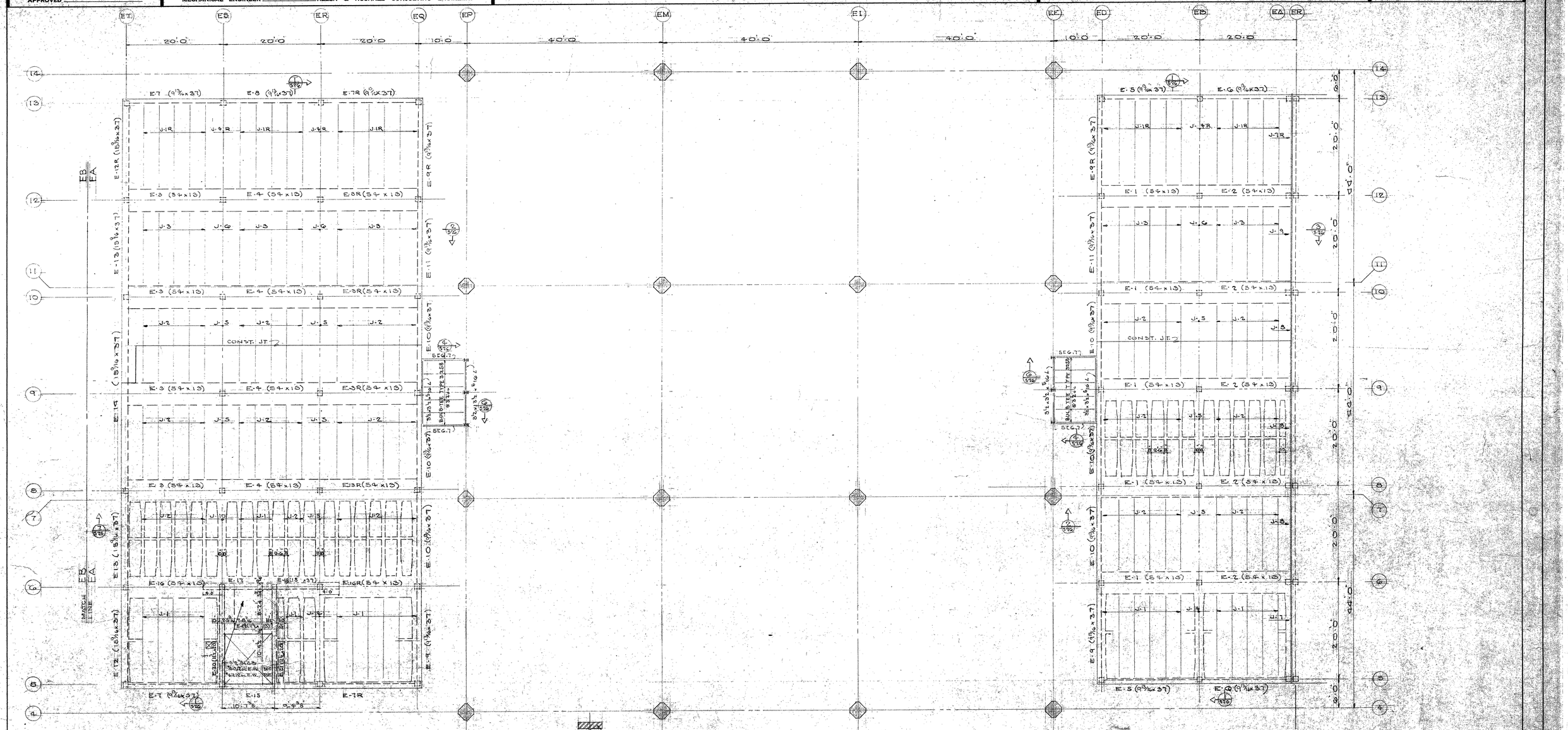
APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

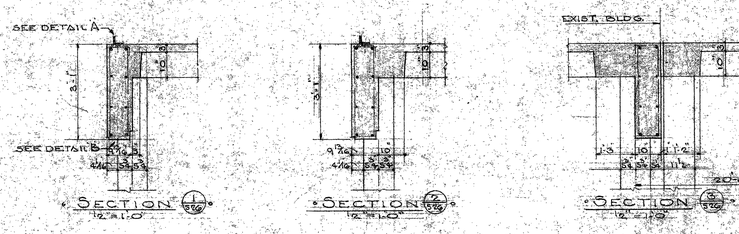
ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

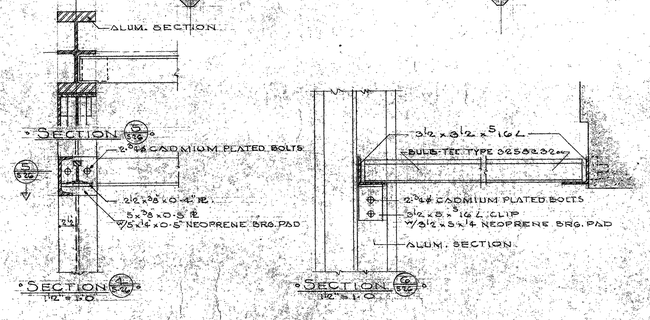
DATE APRIL 15, 1970
COMMISSION NO. 66013

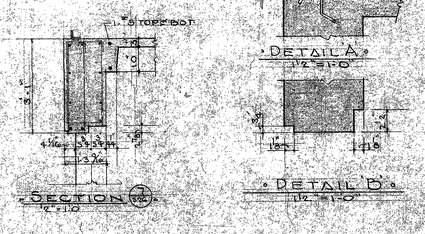


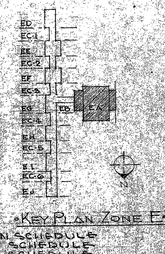
LOW ROOF PLAN - AREA EA

SCALE 1/8" = 1'-0" ROOF ELEV. 330'-6"









KEY PLAN ZONE E

NOTES:
1. SEE SHT. S-35 FOR COLUMN SCHEDULE
2. SEE SHT. S-34 FOR JOIST SCHEDULE
3. SEE SHT. S-36 FOR BEAM SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES

SHEET CONTENTS
LOW ROOF PLAN
AREA EA

SHEET NO.
S-26 OF 83

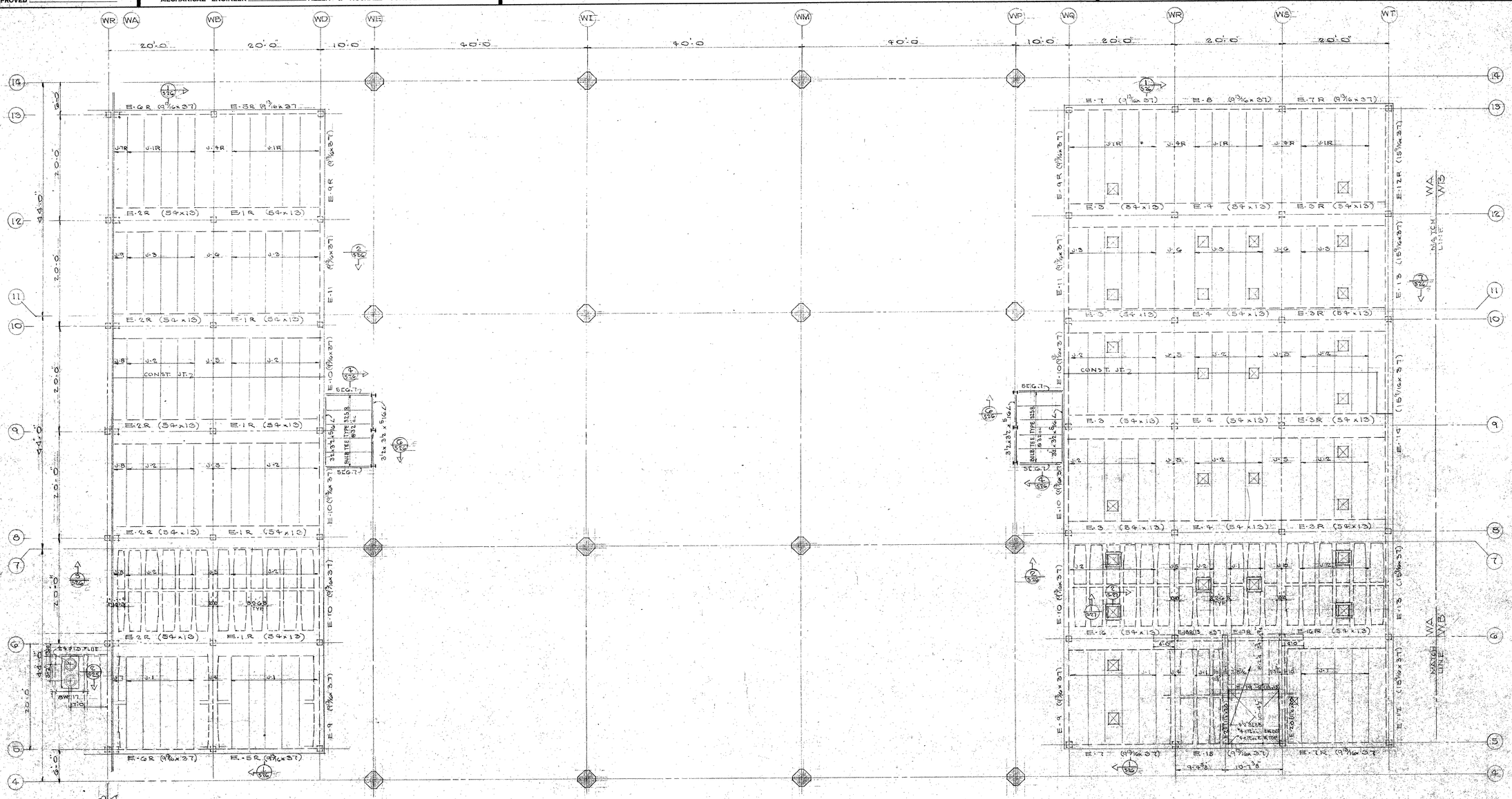
APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

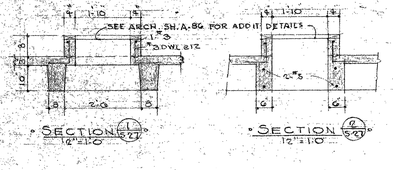
ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

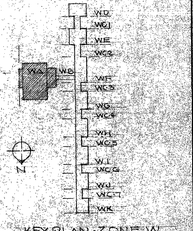
DATE APRIL 15, 1970
COMMISSION NO. 66013



LOW ROOF PLAN - AREA WA

SCALE 1/8" = 1'-0" ROOF ELEV. 336'-0"





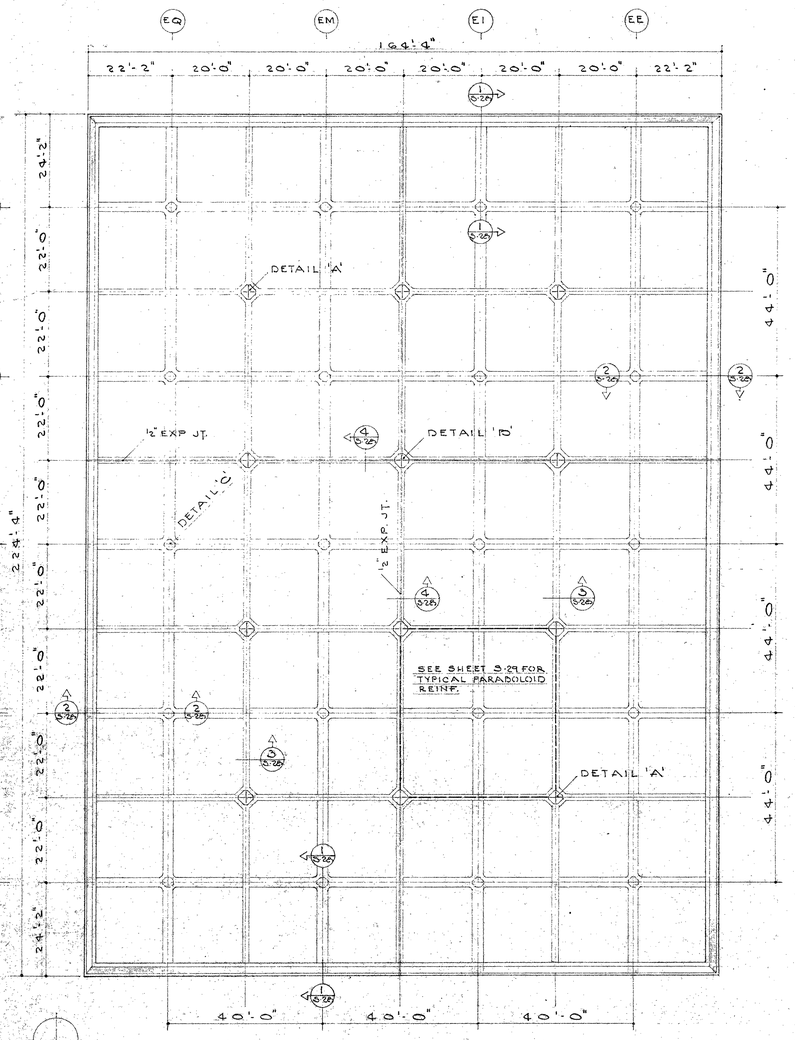
KEY PLAN - ZONE W

NOTES:
1. SEE SHT. S-23 FOR COLUMN SCHEDULE
2. SEE SHT. S-24 FOR JOIST SCHEDULE
3. SEE SHT. S-25 FOR BEAM SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES

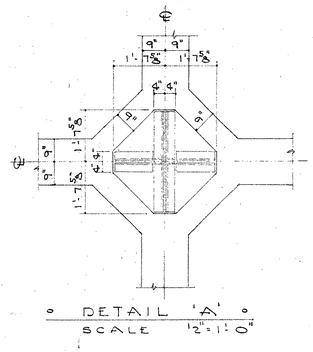
SHEET CONTENTS
LOW ROOF PLAN
AREA WA.

SHEET NO.
S-27 OF 83

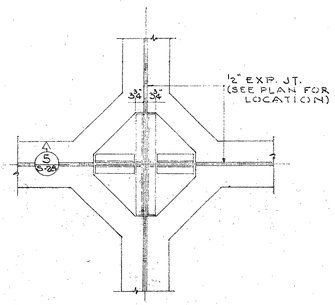
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



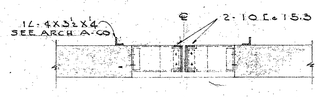
° HIGH ROOF PLAN • AREA 'EA' °
SCALE 1/16"=1'-0"



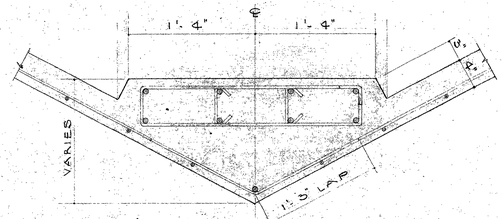
° DETAIL 'A' °
SCALE ½"=1'-0"



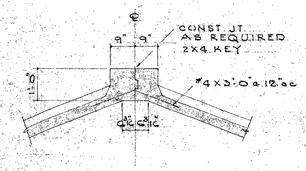
° DETAIL 'B' °
SCALE ½"=1'-0"



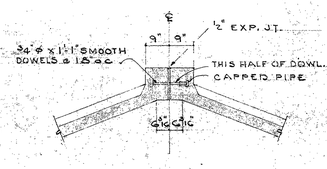
° SECTION (5/S-28) °



° SECTION THRU RID °



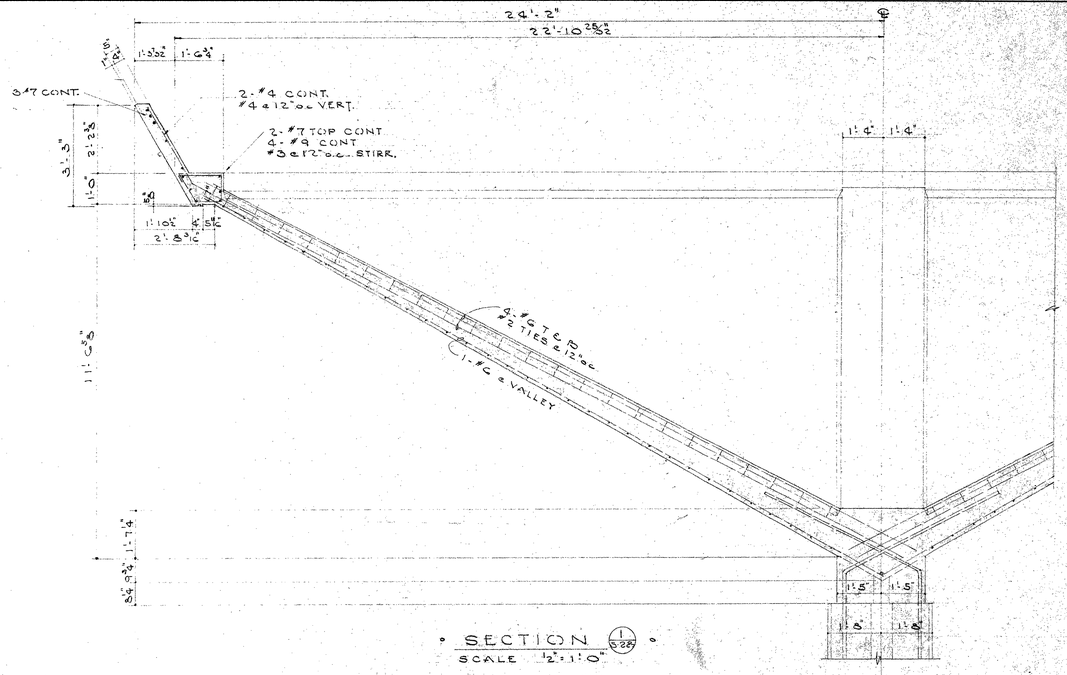
° SECTION (5/S-28) °



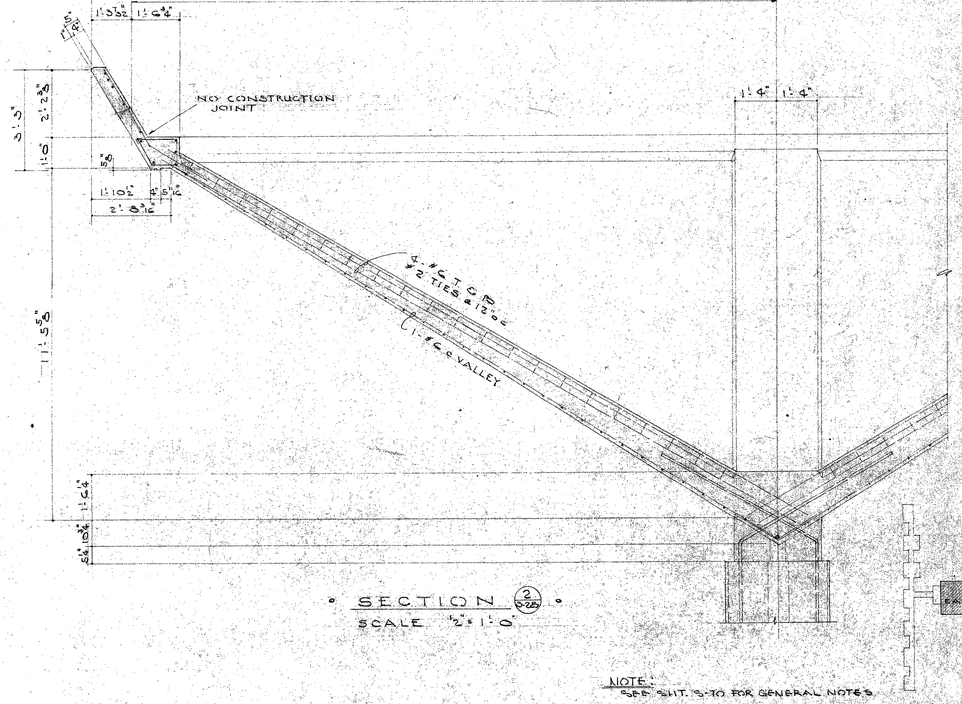
(ROOF EXPANSION JOINT)

° SECTION (4/S-28) °

SCALE ½"=1'-0"



° SECTION (1/S-28) °
SCALE ½"=1'-0"



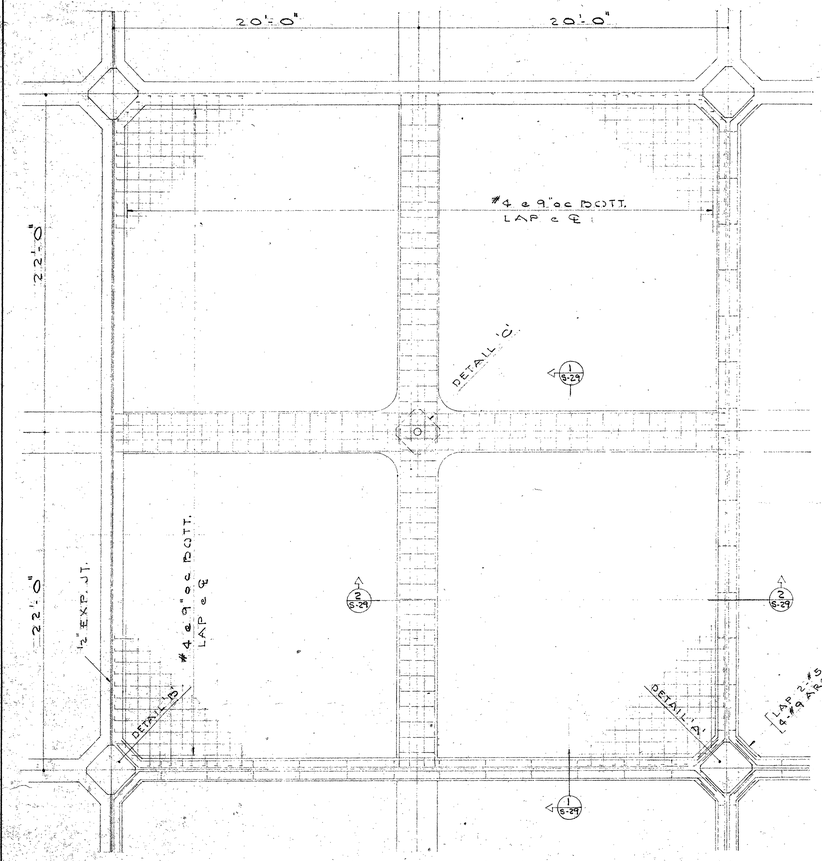
° SECTION (2/S-28) °
SCALE ½"=1'-0"

NOTE:
SEE SHT. S-10 FOR GENERAL NOTES

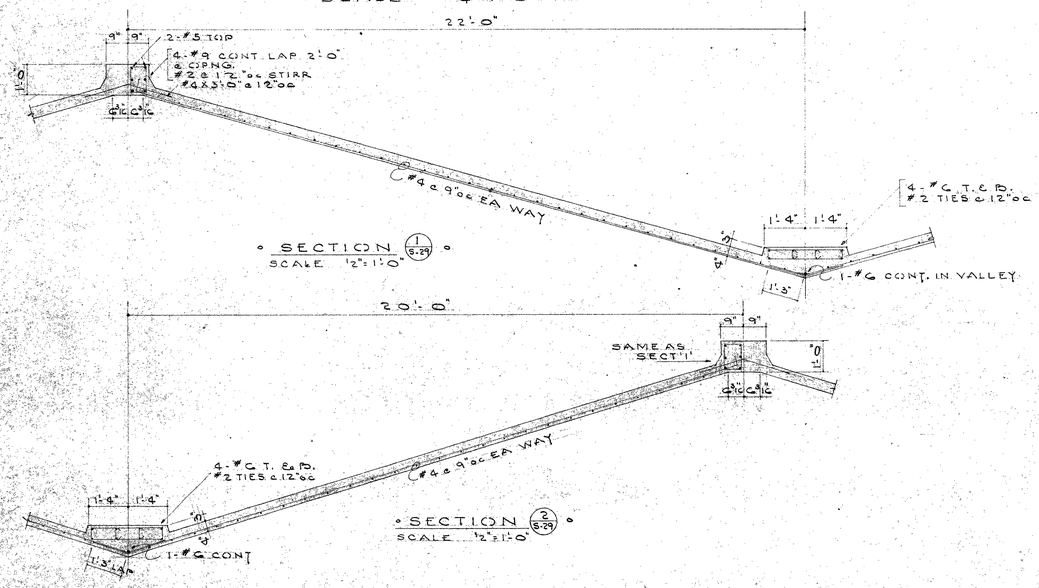
KEY PLAN - ZONE E

SHEET CONTENTS	SHEET NO.
HIGH ROOF PLAN AREA EA	S-28 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

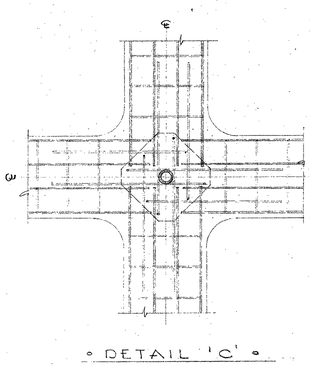


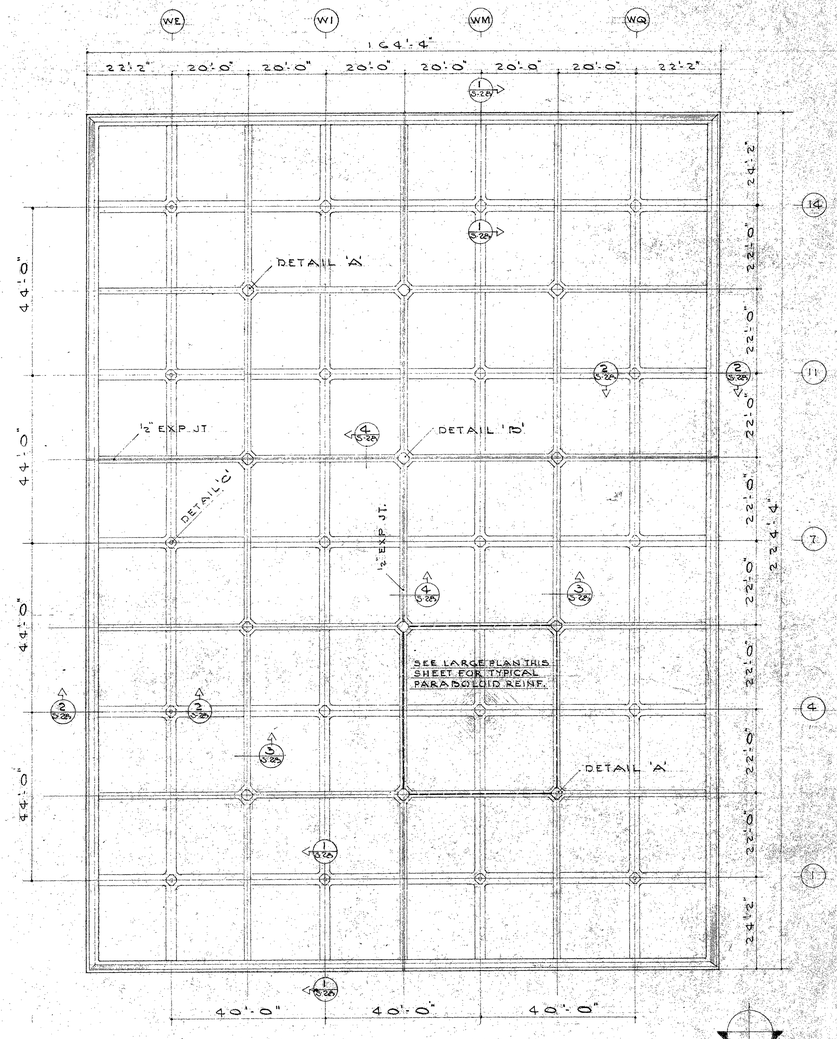
• TYPICAL PARABOLOID REINF •
SCALE 1/4" = 1'-0"



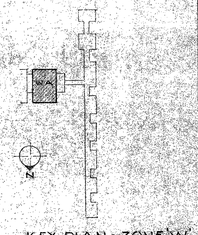
• SECTION 1/S-29 •
SCALE 1/2" = 1'-0"

• SECTION 2/S-29 •
SCALE 1/2" = 1'-0"





• HIGH ROOF PLAN • AREA 'WA' •
SCALE 1/16" = 1'-0"

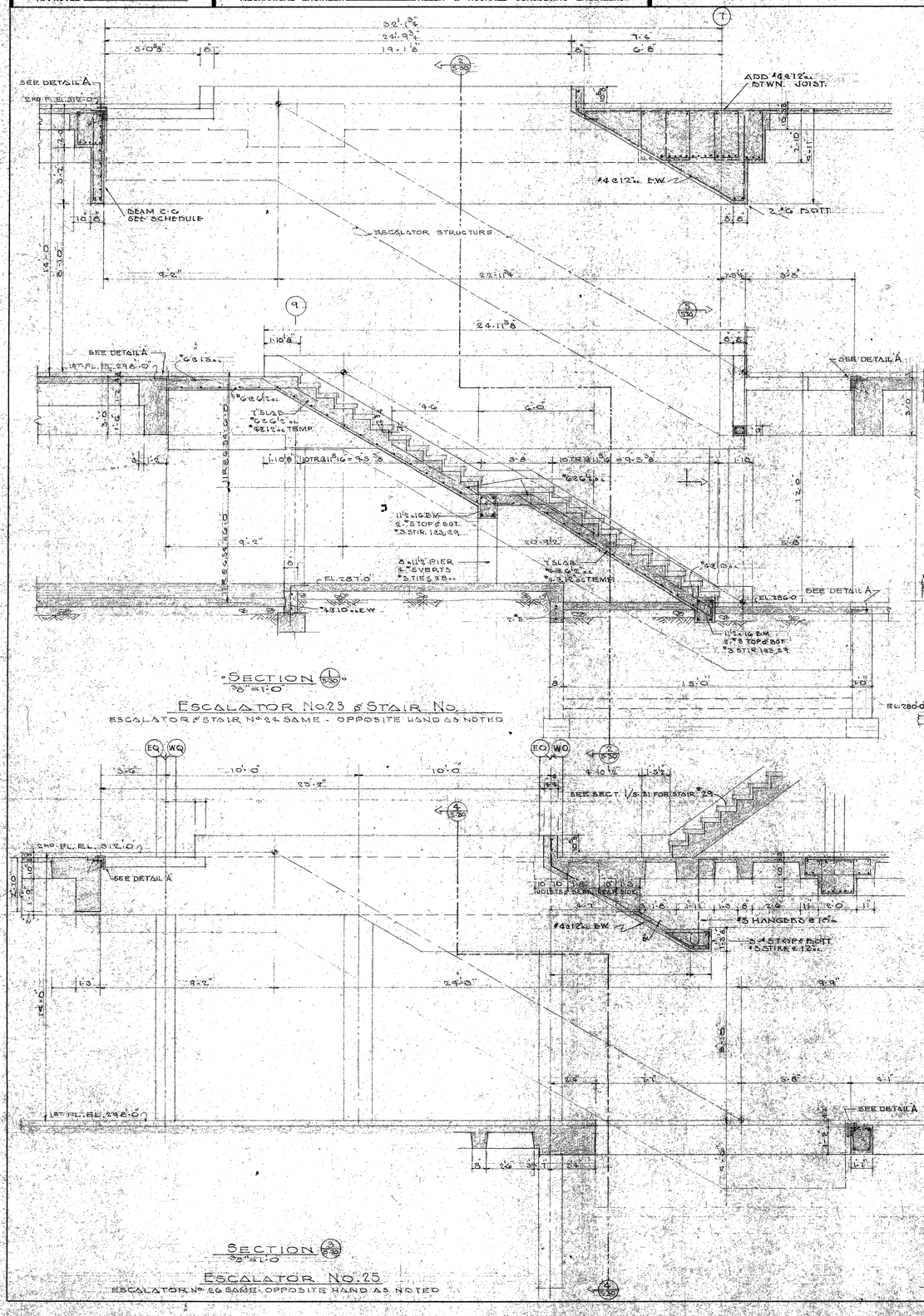


KEY PLAN - ZONE 'W'

NOTE:
SEE SHT. S-70 FOR GENERAL NOTES.

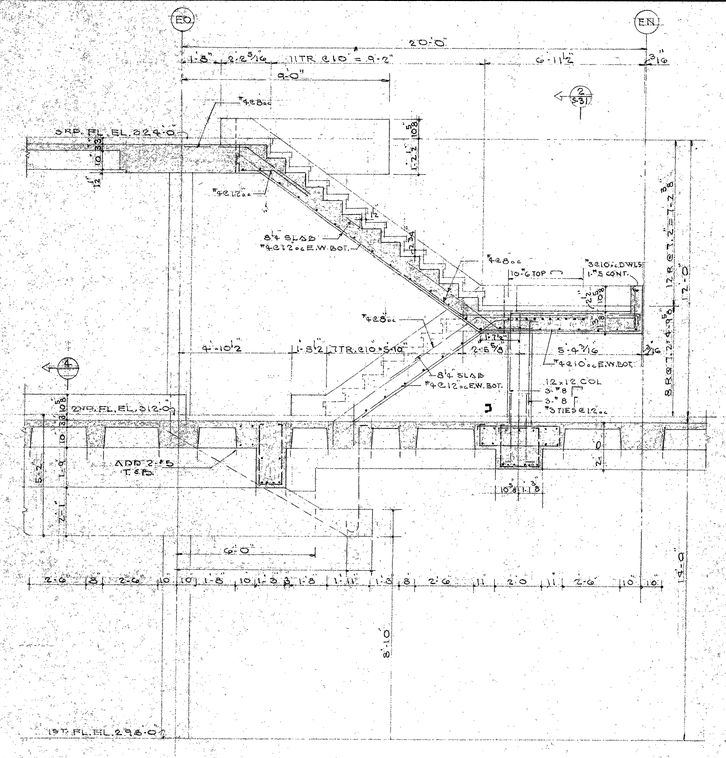
SHEET CONTENTS	SHEET NO.
HIGH ROOF PLAN AREA WA	S-29 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



SHEET CONTENTS STAIR SECTIONS AREA EA & WA	SHEET NO. S-30 OF 83

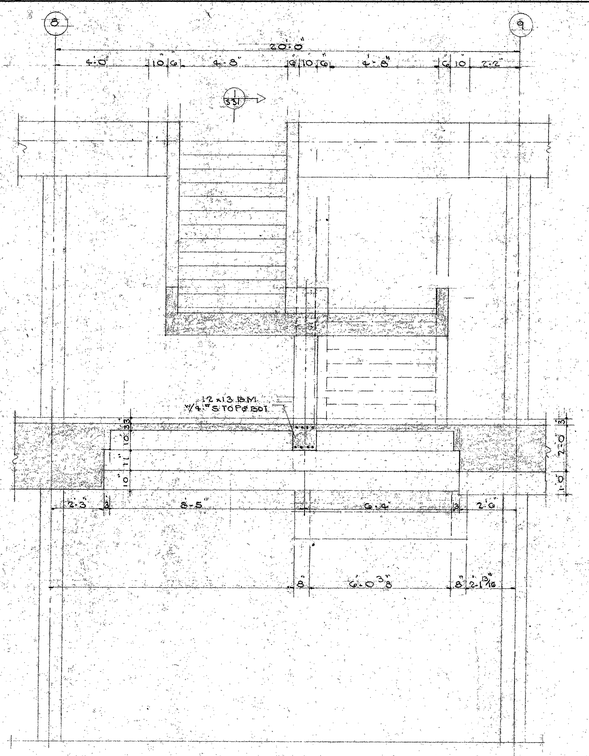
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



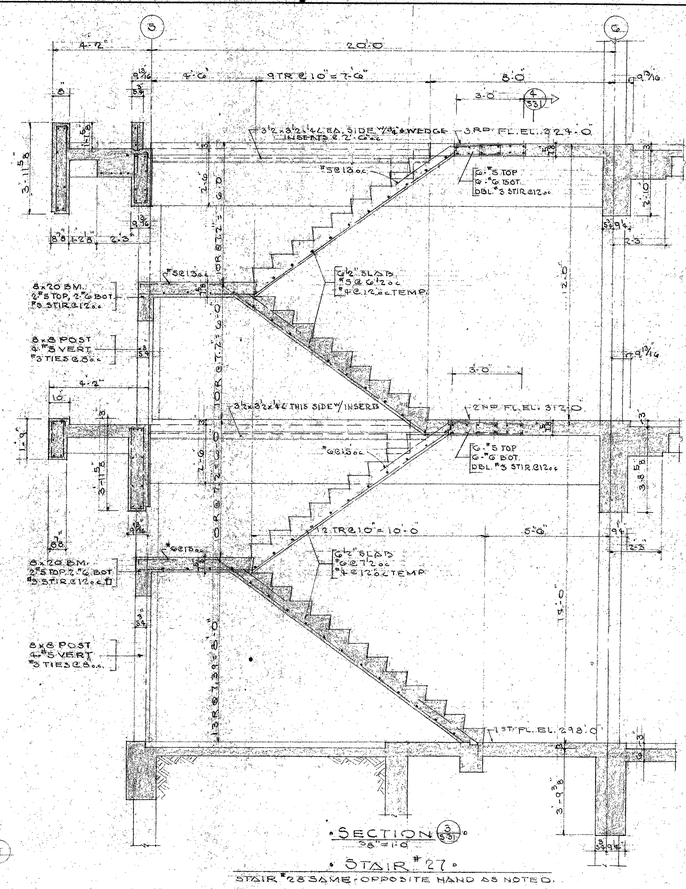
• SECTION 1/S31 •
3/8" = 1'-0"

STAIR #29 & #122

STAIR #30 & #125 SAME - OPPOSITE HAND AS NOTED



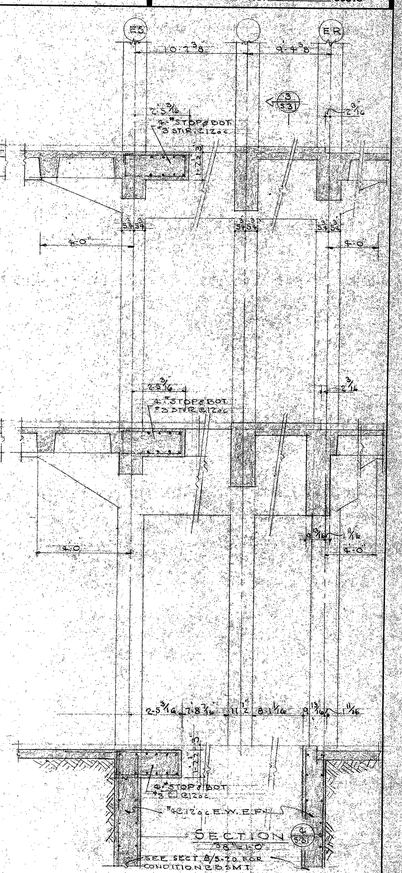
• SECTION 2/S31 •
3/8" = 1'-0"



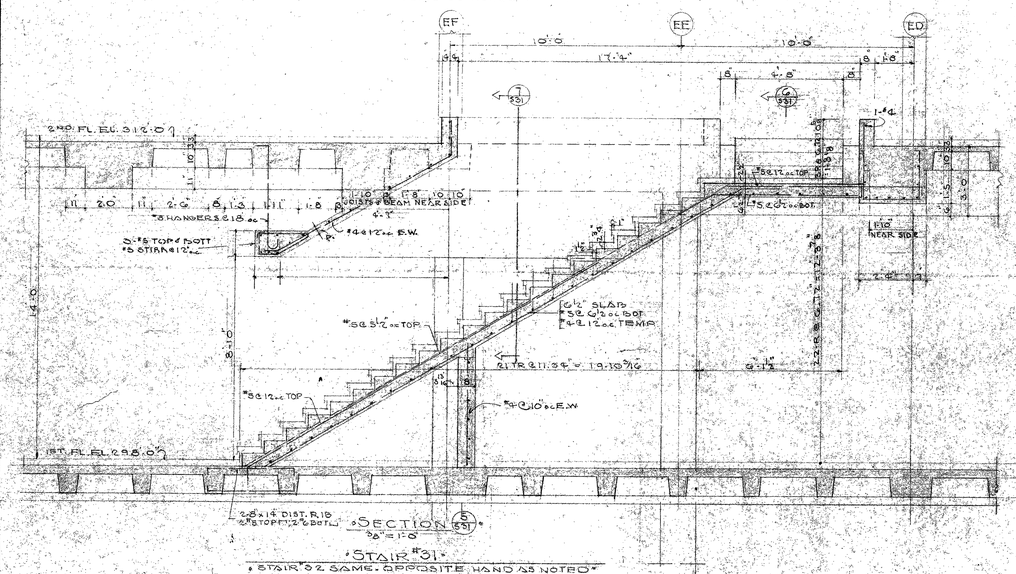
• SECTION 3/S31 •
3/8" = 1'-0"

• STAIR #27 •

STAIR #28 SAME - OPPOSITE HAND AS NOTED.



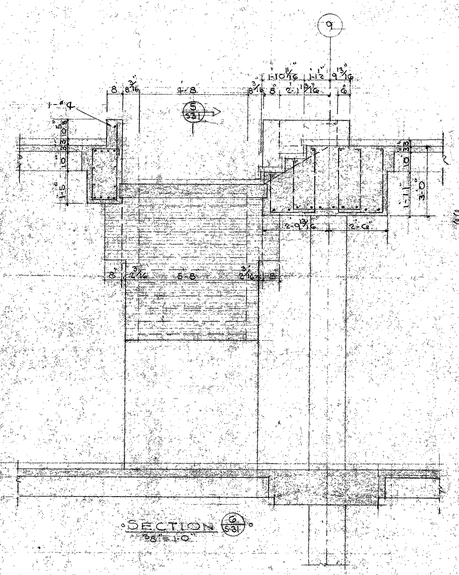
• SECTION 4/S31 •
3/8" = 1'-0"



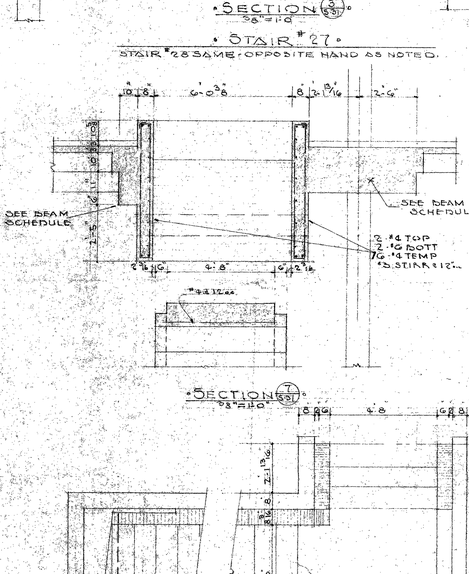
• SECTION 5/S31 •
3/8" = 1'-0"

• STAIR #31 •

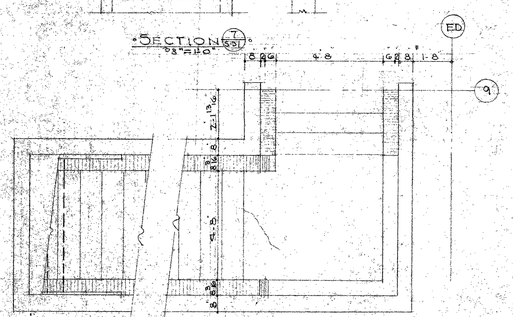
• STAIR #32 SAME - OPPOSITE HAND AS NOTED •



• SECTION 6/S31 •
3/8" = 1'-0"



• SECTION 7/S31 •
3/8" = 1'-0"



• PLAN @ 2ND FL. STAIR #31 •
3/8" = 1'-0"

SHEET CONTENTS STAIR SECTIONS AREA EA & WA	SHEET NO. S-31 OF 83

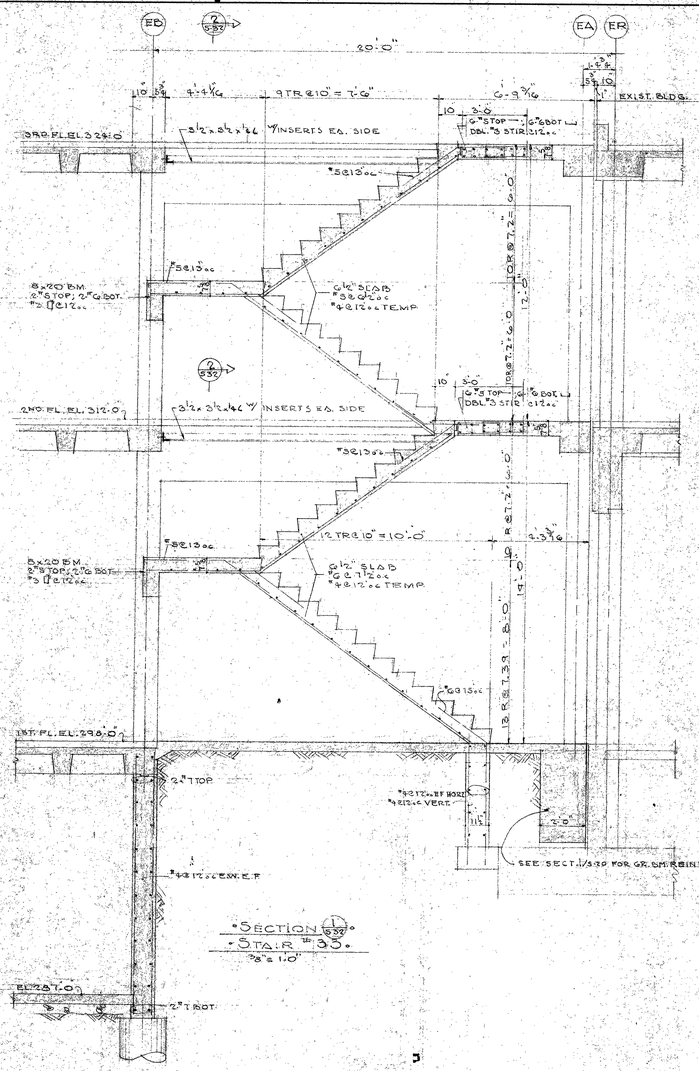
APPROVED _____
APPROVED _____

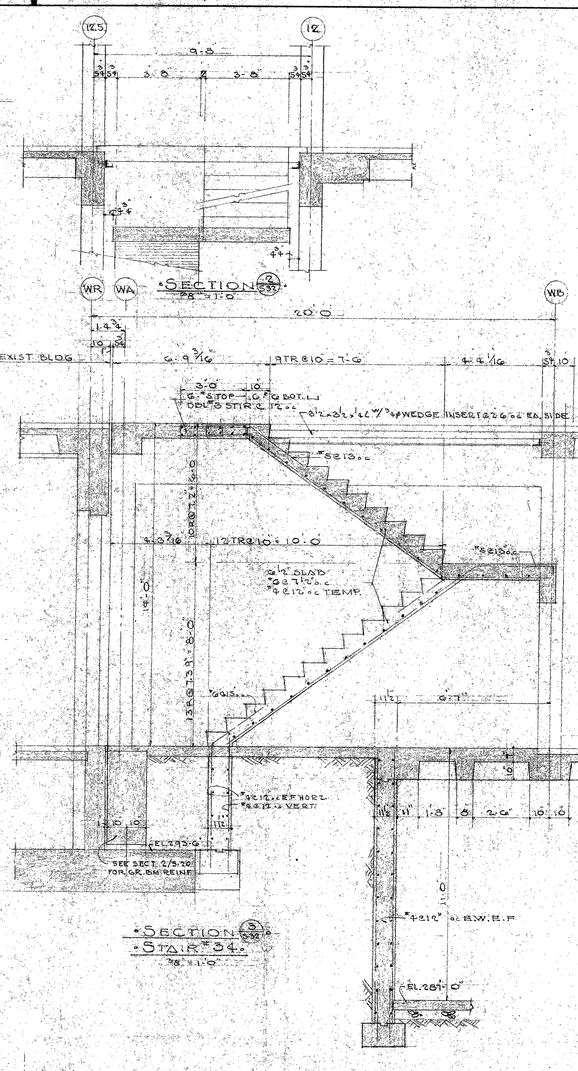
STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

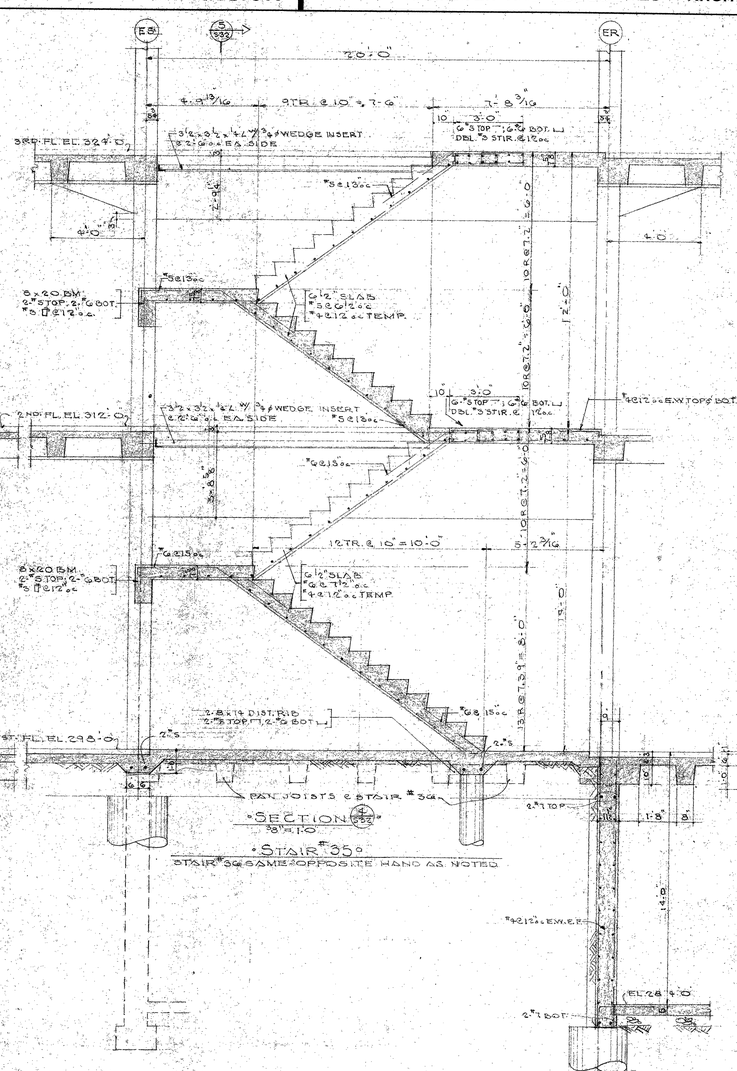
MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

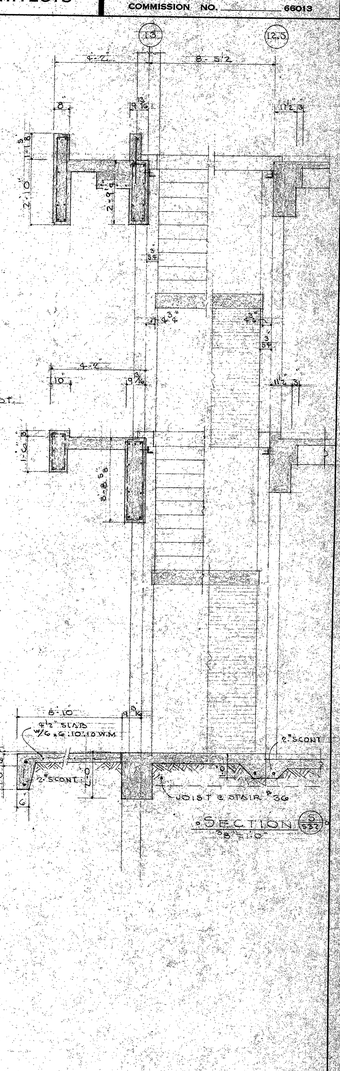
ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

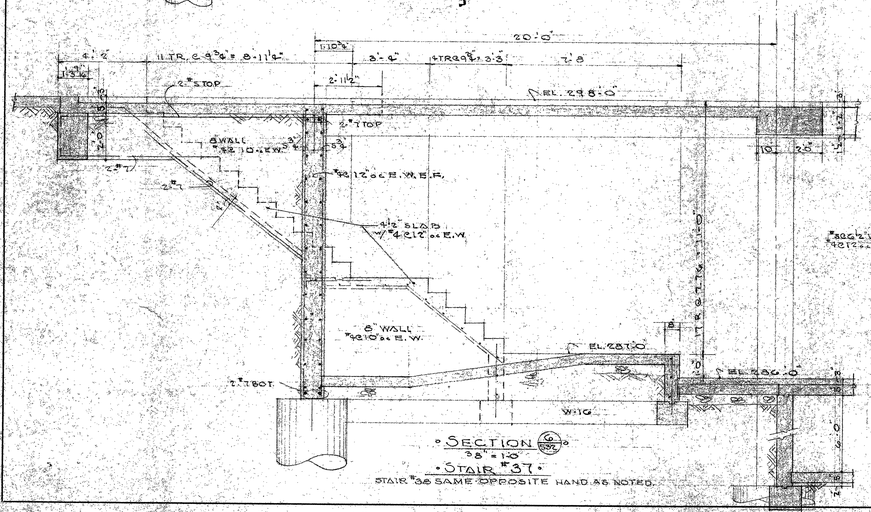
DATE APRIL 15, 1970
COMMISSION NO. 66013

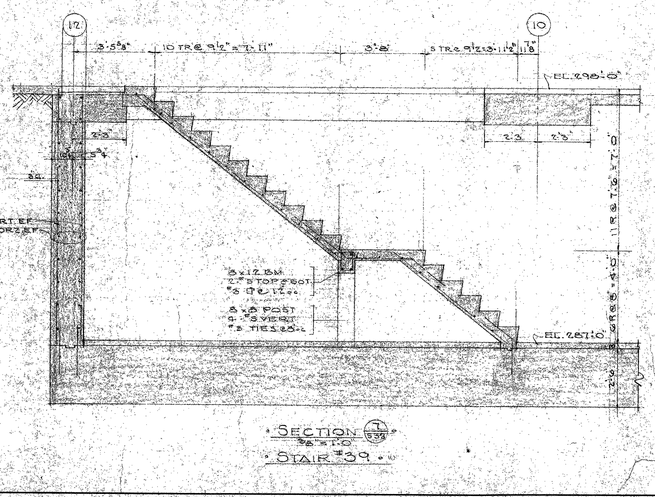












SHEET CONTENTS
STAIR SECTIONS
AREA EA & WA

SHEET NO.
S-32 OF 83

APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013

COLUMN SCHEDULE

COLUMN STORY	AREA	EA-5	EA-6	EA-8 & EA-9 & EA-10	EA-12	EA-12.5		EA-15	EB-5	EB-6 & EB-12	EB-8 & EB-9 & EB-10				EB-15	EC-8 & EC-9 & EC-10	ED-5	ED-6	ED-8 & ED-10	ED-9	ED-12	ED-13	EE-9	EF-5 & EH-5 & EK-5 & EO-8	EF-6 & EO-6	EF-8 & ER-10 & EO-8 & EO-10	EF-9 & EF-12 & EO-9	EG-7 & EG-11 & EH-9 & EJ-11 & EL-11 & EN.5-11 & EN-7 & EN-9 & EO-7 & ER-6.5	EH-6 & EJ-6 & EL-6 & EM-6	EH-12 & EJ-12 & EL-12 & EM-12	EF-15 & EH-15 & EJ-5 & EJ-15 & EL-5 & EL-15 & EN-15 & EO-15	EI-9 & EM-9	EJ-7 & EJ-9 & EL-7 & EL-9	EO-12	EP-9	EP-12	EQ-5	EQ-6	EQ-8 & EQ-10		EQ-9	EQ-12	EQ-15	ER-5		ER-6	ER-8 & ER-9	ER-10 & ER-12	ER-15
		WA-5	WA-6	WA-8 & WA-9 & WA-10	WA-12		WA-12.5	WA-15	WB-5	WB-6	WB-8 & WB-9	WB-10	WB-12	WB-12.5	WB-15	WC-8 & WC-9 & WC-10	WD-5	WD-6	WD-8 & WD-10	WD-9	WD-12	WD-13	WE-9	WF-5 & WH-5 & WM-5 & WO-5	WF-6 & WO-6	WF-8 & WF-10 & WO-8 & WO-10	WF-9 & WF-12 & WO-9	WG-7 & WG-11 & WH-9 & WJ-11 & WL-11 & WN.5-11 & WN-9 & WO-7 & WR-6.5	WH-6 & WJ-6 & WL-6 & WN-6	WH-12 & WJ-12 & WL-12 & WN-12	WF-15 & WH-15 & WJ-5 & WJ-15 & WL-6 & WL-15 & WN-15 & WO-15	WI-9 & WM-9	WJ-7 & WJ-9 & WL-7 & WL-9	WO-12	WP-9	WP-12	WQ-5	WQ-6	WQ-8 & WQ-10	WQ-12	WQ-9		WQ-15	WR-5	WR-6		WR-8 & WR-9 & WR-10 & WR-12		WR-15
HI ROOF																																														
LOW ROOF																																														
3RD. FL.	SIZE	11"x11"	11"x11"	11"x11"	11"x11"			11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"			11"x11"		11"x11"	11"x11"	11"x11"	11"x11"	11"x11"																			11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"
	VERT	4-#5	4-#5	4-#5	4-#5			4-#6	4-#5	4-#5	4-#5	4-#5	4-#5			4-#5		4-#5	4-#5	4-#5	4-#5	4-#5																			4-#5	4-#5	4-#5	4-#5	4-#5	4-#5	4-#5	4-#5	4-#5	4-#6
3000 PSI 6 SACKS NOTED EX. AS NOTED	TIES	#3@10"	#3@10"	#3@10"	#3@10"			#3@10"	#3@10"	#3@10"	#3@10"	#3@10"	#3@10"			#3@10"		#3@10"	#3@10"	#3@10"	#3@10"	#3@10"																			#3@10"	#3@10"	#3@10"	#3@10"	#3@10"	#3@10"	#3@10"	#3@10"	#3@10"	#3@10"
	CONC.																																													
2ND. FL.	SIZE	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"		11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"			11"x11"		11"x11"	11"x11"	11"x11"	11"x11"	11"x11"		11"x11"																			11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"
	VERT	4-#5	4-#6	4-#6	4-#5	4-#5		4-#6	4-#6	4-#9	5-#8	4-#10	4-#10			4-#8		4-#8	4-#9	5-#8	4-#9	4-#9		4-#5	4-#6	4-#7	4-#6																4-#6	4-#9	4-#8	4-#9	4-#10	4-#9	4-#6	4-#8	4-#9	5-#8
3000 PSI 6 SACKS NOTED EX. AS NOTED	TIES	#3@12"	#3@12"	#3@12"	#3@12"	#3@16"		#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"			#3@12"		#3@12"	#3@12"	#3@12"	#3@12"	#3@12"		#5@16"	#3@12"	#3@12"	#3@12"																#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"
	CONC.	4000	4000	4000	4000																																						4000	4000	4000	4000						
1ST. FL.	SIZE	11"x11"	11"x14"	14"x14"	11"x11"	11"x11"	11"x11"	11"x11"	11"x14"	14"x14"			14"x14"	11"x14"	11"x14"	18"x18"	11"x14"	14"x14"			14"x14"	11"x14"	14"x14"	11"x11"	14"x14"			14"x14"															11"x14"	11"x14"	14"x14"	14"x14"	16"x16"	16"x16"	11"x14"	
	VERT	9-#6	4-#7	8-#10	4-#6	4-#5	4-#5	4-#6	6-#9	8-#9			8-#9	4-#5	4-#11	8-#10	4-#9	9-#11			8-#9	4-#7	4-#10	4-#7	4-#10			4-#11															4-#10	4-#11	8-#9	8-#9	8-#10	8-#10	4-#10	
	TIES	#3@12"	#3@12"	#3@14"	#3@12"	#3@10"	#3@10"	#3@12"	#3@12"	#3@14"			#3@14"	#5@12"	#3@12"	#5@16"	#3@12"	#3@14"			#3@14"	#3@12"	#3@12"	#3@12"	#3@14"			#3@14"															#3@12"	#3@12"	#3@14"	#3@14"	#5@16"	#5@16"	#3@12"	
	CONC.						5000							5000																																		
BSMT.	SIZE									14"x14"	11"x11"	11"x11"	11"x14"	18"x18"	11"x14"	18"x18"	11"x14"	14"x14"			16"x16"	11"x14"	14"x14"	11"x11"	14"x14"			16"x16"															11"x14"	11"x14"	14"x14"	14"x14"	16"x16"	16"x16"	11"x14"	
	VERT									8-#9	4-#10	4-#10	4-#11	8-#10	4-#11	8-#10	4-#11	9-#11			8-#9	4-#7	4-#10	4-#7	4-#10			4-#10															4-#10	4-#11	8-#9	8-#9	8-#10	8-#10	4-#10	
	TIES									#3@14"	#5@10"	#3@12"	#3@12"	#5@16"	#3@12"	#5@16"	#3@12"	#3@14"			#3@16"	#3@12"	#3@12"	#3@12"	#3@14"			#3@16"															#3@12"	#3@12"	#3@14"	#3@14"	#5@16"	#5@16"	#3@12"	
	CONC.									WALL	WALL	WALL	4000	5000	WALL	5000	WALL	WALL			4000	WALL	4000	WALL	4000			4000															WALL	3000	3000	3000	3000	WALL	WALL	

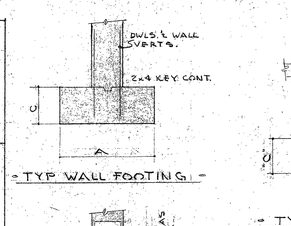
COLUMN STORY	AREA	ER-5-6	ER-12.7		ES-5	ES-6 & ES-8 & ES-10	ES-9	ES-12	ES-12.7	EB-12.5	ES-13	ET-5 & ET-13		ET-6 & ET-12			ET-9	ET-8.5	ET-10	ET-8.1	ET-8.6 & ET-9.4	ET-9.9					EE-1 & EE-4 & EI-1 & EI-4 & EM-1 & EM-4 & EP-1 & EP-4	EE-7 & EE-11 & EI-7 & EP-7 & EP-11	EE-14 & ET-14 & EM-14 & EP-14	EI-7 & EI-11 & EM-7 & EM-11
		WR.5-6		WR-12.7	WS-6	WS-8 & WS-10 & WS-12	WS-9			WS-12.7		WT-5 & WT-13		WT-6 & WT-12			WT-9	WT-8.5	WT-10		WT-8.6 & WT-9.4	WT-8.1 & WT-9.9	WD-13	WN-7			WE-1 & WE-4 & WF-1 & WJ-1 & WM-1 & WM-4 & WP-1 & WP-4	WE-7 & WE-11 & WF-7 & WP-11	WE-14 & WI-14 & WM-14 & WP-14	WI-7 & WI-11 & WM-7 & WM-11
HI ROOF																													
LOW ROOF																													
3RD. FL.	SIZE	11"x11"			11"x11"	11"x11"	11"x11"	11"x11"	11"x11"										11"x11"	11"x11"	11"x11"						40"x40"			
	VERT	4-#5			4-#5	4-#5	4-#5	4-#5	4-#5										4-#5	4-#5	4-#5						12-#9			
3000 PSI 6 SACKS NOTED EX. AS NOTED	TIES	#3@10"			#3@10"	#3@10"	#3@10"	#3@10"	#3@10"										#3@10"	#3@10"	#3@10"						#5@18"			
	CONC.																												
2ND. FL.	SIZE	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"	11"x11"				11"x32"	11"x32"		40"x40"	40"x40"	40"x40"
	VERT	4-#5	4-#5	4-#5	4-#5	4-#5	4-#9	4-#9	4-#5	4-#5	4-#5	4-#6	4-#6	4-#9	4-#6	4-#8	4-#9	4-#9	4-#8	4-#9	4-#9	4-#9	4-#9				5-#7	6-#7		12-#9	12-#9	12-#9
3000 PSI 6 SACKS NOTED EX. AS NOTED	TIES	#3@10"	#3@10"	#3@10"	#3@12"	#3@12"	#5@12"	#5@12"	#3@10"	#3@10"	#3@12"	#3@12"	#3@12"	#5@12"	#3@12"	#3@12"	#5@12"	#5@12"	#3@12"	#5@12"	#5@12"	#5@12"	#5@12"				#3@12"	#3@12"		#3@18"	#3@18"	#3@18"
	CONC.																												
1ST. FL.	SIZE	11"x14"	11"x14"	14"x14"	11"x14"	11"x14"	11"x14"	11"x14"	11"x14"	14"x14"	11"x14"	11"x11"	11"x14"	14"x14"	11"x14"	14"x14"	11"x14"	14"x14"	11"x14"	11"x14"	11"x14"	11"x11"	11"x14"	11"x14"	14"x14"	14"x14"	11"x32"	11"x32"	11"x14"	40"x40"	40"x40"	40"x40"
	VERT	4-#9	4-#6	4-#6	4-#11	4-#10	4-#10	4-#11	4-#6	4-#10	4-#6	4-#11	4-#6	4-#10	4-#11	4-#10	4-#11	4-#10	4-#11	4-#11	4-#11	4-#11	4-#11	4-#11	4-#11	4-#11	6-#7	8-#7	6'-6	22-#9	14-#9	16-#9
	TIES	#3@12"	#3@18"	#3@12"	#3@12"	#3@12"	#3@14"	#3@12"	#3@16"	#3@14"	#3@16"	#3@12"	#3@16"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@12"	#3@16"	#3@16"	#3@16"
	CONC.	4000	WALL	4000	5000	WALL	5000			WALL		5000		5000	4000												4000	4000	WALL	5000	WALL	4000
BSMT.	SIZE	11"x11"	11"x14"	11"x11"	14"x14"	14"x14"	18"x18"			11"x14"				14"x14"	11"x11"			11"x32"			18"x22"	18"x20"	11"x14"				40"x52"	40"x40"	40"x40"			
	VERT	4-#9	4-#6	4-#7	4-#11	4-#10	4-#10			4-#6				4-#11	4-#6			6-#7			10-#11	10-#11	4-#11				22-#9	14-#9	16-#9			
	TIES	#3@12"	#3@18"	#3@12"	#3@12"	#3@14"	#3@16"			#3@16"				#3@12"	#3@12"			#3@12"			#3@16"	#3@16"	#3@12"				#3@16"	#3@16"	#3@12"			
	CONC.	4000	WALL	4000	5000	WALL	5000			WALL		5000		5000	4000			WALL			4000	4000	WALL	5000			4000	5000	4000			

FOOTING SCHEDULE
AREA WA

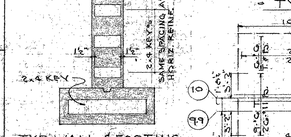
MARK	A	B	C	REINFORCING E&A WAY UNLESS NOTED	REMARKS
F-1	16'-0"	16'-0"	46"	45-#10 x 15'-10"	
F-2	18'-6"	16'-6"	37"	23-#10 x 16'-0" / 26-#9 x 16'-0"	
F-3	16'-9"	16'-9"	35"	50-#9 x 16'-2"	
F-4	16'-6"	16'-6"	33"	46-#9 x 15'-6"	
F-5	15'-6"	15'-6"	32"	42-#9 x 15'-0"	
F-6	14'-8"	9'-11"	31"	76-#9 x 13'-9" / 19-#7 x 9'-5"	
F-7	14'-0"	14'-0"	26"	56-#9 x 13'-6"	
F-8	13'-9"	13'-9"	26"	54-#9 x 13'-5"	
F-9	13'-6"	13'-6"	26"	52-#9 x 13'-0"	
F-10	13'-6"	9'-11"	30"	18-#9 x 13'-0" / 16-#7 x 9'-5"	
F-11	13'-5"	13'-5"	34"	32-#9 x 12'-9"	
F-12	13'-5"	5'-0"	26"	6-#9 x 12'-9" / 14-#5 x 5'-6"	
F-13	13'-0"	13'-0"	34"	30-#9 x 12'-6"	
F-14	12'-5"	9'-11"	28"	16-#9 x 11'-9" / 18-#7 x 9'-5"	
F-15	12'-0"	12'-0"	31"	32-#8 x 11'-6"	
F-16	12'-0"	9'-11"	28"	18-#9 x 11'-6" / 16-#7 x 9'-5"	
F-17	12'-0"	7'-10"	27"	11-#9 x 11'-6" / 13-#7 x 7'-4"	
F-18	11'-9"	11'-9"	30"	32-#8 x 11'-3"	
F-19	11'-6"	11'-6"	31"	30-#8 x 11'-0"	
F-20	11'-6"	7'-6"	26"	13-#8 x 11'-0" / 16-#8 x 7'-6"	
F-21	11'-5"	11'-5"	30"	30-#8 x 10'-9"	
F-22	11'-0"	11'-0"	30"	28-#8 x 10'-6"	
F-23	11'-0"	8'-0"	26"	13-#8 x 10'-6" / 14-#7 x 6'-2"	
F-24	10'-9"	10'-9"	30"	26-#8 x 10'-3"	
F-25	10'-6"	10'-6"	29"	25-#8 x 10'-0"	
F-26	10'-5"	10'-5"	29"	24-#8 x 9'-9"	
F-27	10'-0"	10'-0"	28"	23-#8 x 9'-6"	
F-28	9'-9"	6'-2"	22"	9-#8 x 9'-5" / 11-#6 x 5'-6"	
F-29	9'-9"	9'-0"	27"	6-#8 x 9'-5" / 11-#5 x 4'-6"	
F-30	9'-9"	5'-10"	21"	5-#8 x 9'-5" / 11-#4 x 2'-6"	
F-31	9'-6"	9'-6"	27"	20-#8 x 9'-0"	
F-32	9'-6"	7'-7"	24"	10-#8 x 9'-0" / 13-#7 x 7'-1"	
F-33	9'-6"	7'-0"	25"	9-#8 x 9'-0" / 13-#6 x 6'-6"	
F-34	9'-6"	5'-4"	21"	5-#8 x 9'-0" / 10-#4 x 2'-10"	
F-35	9'-5"	9'-5"	26"	26-#7 x 8'-9"	
F-36	9'-5"	9'-0"	25"	24-#7 x 8'-9"	
F-37	9'-0"	5'-0"	20"	9-#7 x 8'-10" / 10-#5 x 4'-6"	
F-38	9'-0"	5'-0"	20"	6-#7 x 8'-10" / 10-#5 x 4'-6"	
F-39	8'-9"	8'-9"	25"	22-#7 x 8'-5"	
F-40	8'-9"	7'-6"	23"	11-#7 x 8'-5" / 10-#7 x 7'-0"	
F-41	8'-6"	8'-6"	24"	22-#7 x 8'-0"	
F-42	8'-6"	6'-8"	19"	7-#7 x 7'-8" / 11-#6 x 5'-10"	
F-43	8'-5"	8'-5"	18"	7-#7 x 7'-8" / 10-#6 x 5'-6"	
F-44	8'-0"	6'-10"	21"	9-#7 x 7'-6" / 11-#6 x 6'-4"	
F-45	7'-9"	6'-9"	18"	7-#7 x 7'-5" / 11-#6 x 5'-10"	
F-46	7'-6"	6'-10"	20"	9-#7 x 7'-3" / 11-#6 x 6'-4"	
F-47	7'-6"	5'-4"	17"	5-#7 x 7'-3" / 8-#6 x 5'-10"	
F-48	6'-9"	6'-9"	19"	16-#6 x 6'-3"	
F-49	6'-6"	6'-1"	15"	8-#6 x 6'-0" / 11-#5 x 5'-10"	
F-50	6'-6"	6'-0"	15"	7-#6 x 6'-0" / 9-#5 x 5'-6"	
F-51	6'-0"	6'-0"	17"	16-#5 x 6'-0"	
F-52	5'-9"	5'-9"	16"	14-#5 x 5'-9"	
F-53	5'-6"	5'-6"	16"	20-#5 x 5'-0"	
F-54	5'-6"	4'-9"	14"	9-#5 x 5'-0" / 8-#5 x 4'-9"	
F-55	5'-5"	5'-0"	15"	6-#5 x 5'-7" / 6-#4 x 2'-6"	

FOOTING SCHEDULE
AREA EA

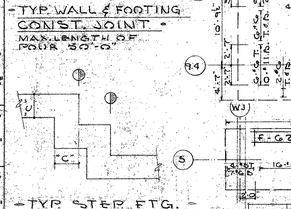
MARK	A	B	C	REINFORCING E&A WAY UNLESS NOTED	REMARKS
F-56	8'-0"	5'-0"	19"	14-#5 x 4'-6"	
F-57	6'-0"	6'-0"	12"	12-#4 x 5'-6"	
F-58	2'-9"	2'-9"	12"	10-#4 x 3'-3"	
F-59	3'-6"	3'-6"	12"	8-#4 x 3'-0"	
F-60	2'-9"	2'-9"	12"	8-#4 x 2'-3"	
F-61	2'-6"	2'-6"	12"	6-#4 x 2'-0"	
F-62	23'-6"	5'-0"	36"	SEE DETAIL ABOVE FOR REINF	
F-63	25'-9"	12'-6"	49"	"	
F-64	24'-9"	15'-6"	41"	"	
F-65	10'-0"	5'-2"	23"	7-#7 KG1-9/10-#4 x 2'-10"	



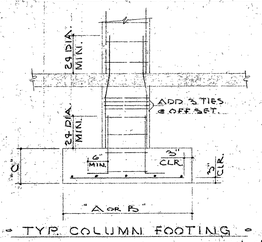
- TYP WALL FOOTING -



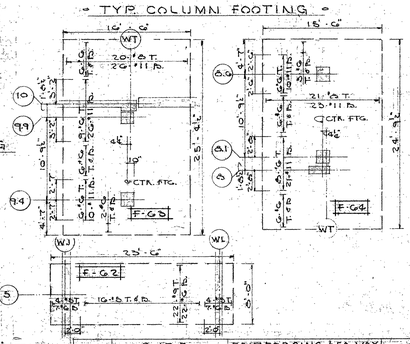
- TYP WALL & FOOTING CONST. JOINT -
MAX. LENGTH OF POUR 50'-0"



- TYP STEP FTG.

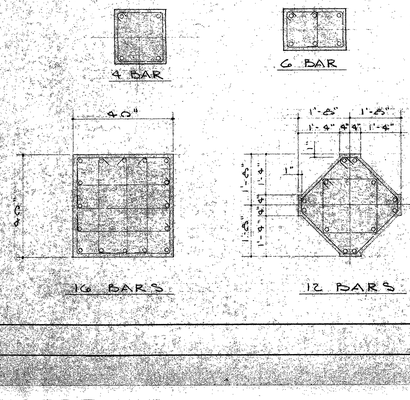


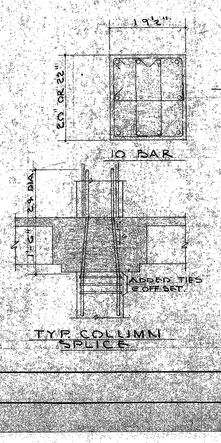
- TYP COLUMN FOOTING -

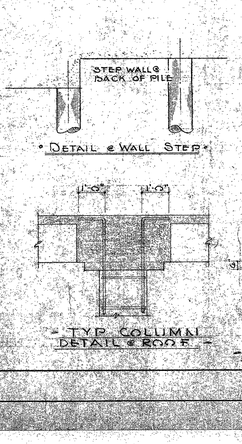


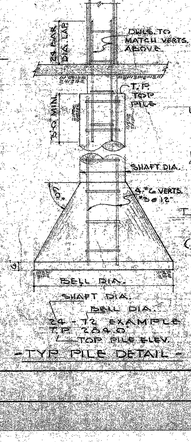


- TYP SLAB CONDITIONS @ 1ST FL -
UNDER ALL INTERIOR 7" & 10" MASONRY WALLS.
TYP SLAB ON GRADE CONST. JT. AREA & FACE WA
MAX. LENGTH OF POUR TO BE 25'-0" (MAX. AREA 560 SQ.FT.) TO BE POURED IN CHECKERBOARD FASHION.









SHEET CONTENTS
COLUMN SCHEDULE & DETAILS AREA EA & WA

SHEET NO. S-33 OF 83

APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013

JOIST — SCHEDULE — AREA EA AND WA

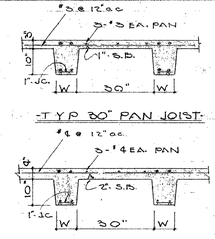
MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING BOTTOM	REINFORCING TOP RIGHT	SKETCH	NOTES
J-1	8	13	2-#5	2-#5	2-#6		
J-2	8	13		2-#8	2-#5		
J-3	8	13		2-#4			
J-4	20	13	3-#5	3-#5	4-#6		
J-5	20	13		3-#5	4-#5		
J-6	20	13		3-#5			
J-7	14	13	2-#8 1-#5	3-#4	2-#5 2-#5		#3 @ 9", THEN @ 18" O.C.
J-8	14	13		3-#4	2-#5 1-#5		#3 @ 9", THEN @ 18" O.C.
J-9	14	13		3-#4			#3 @ 9", THEN @ 18" O.C.
J-10	20	13		3-#5	4-#6		
J-11	44	13	7-#5	10-#6			
J-12	44	20	7-#9	16-#5 13-#5			
J-13	14	13	1-#5 2-#5	3-#6	1-#7 2-#6		#3 @ 9", THEN @ 18"
J-14	14	13		3-#5	1-#5 2-#6		#3 @ 9", THEN @ 18"
J-15	14	13		3-#6	2-#6 1-#5		#3 @ 9", THEN @ 18"
J-16	14	13	2-#6 1-#5	3-#5	3-#5		#3 @ 9", THEN @ 18"
J-17	14	13		3-#5			
J-18	8	13	2-#5	1-#5 2-#6	1-#7 2-#6		
J-19	8	13		2-#5	1-#5 2-#6		
J-20	8	13		2-#5			
J-21	8	13	2-#5	1-#6 1-#7	1-#7 2-#6		
J-22	8	13		2-#5	1-#6 1-#6		
J-23	8	13	2-#5	2-#7	2-#7 2-#7		
J-24	8	13		2-#5	1-#5 2-#6		
J-25	20	13		2-#6 2-#5	2-#6 2-#7		@ J-25A: ADD 3-#5 TOP EXTERIOR SUPPORT
J-26	20	13		3-#5	4-#6		
J-27	20	13		3-#5			
J-28	20	13		3-#5	4-#5		
J-29	15½	13		3-#5	4-#6		#3 @ 6", THEN @ 12" O.C.
J-30	15½	13		3-#5	4-#6		#3 @ 6", THEN @ 12" O.C.
J-31	8	13	2-#5	1-#6 1-#5	2-#5		
J-32	20	13	3-#5	4-#5	2-#6 2-#5		
J-33	20	13	5-#5	4-#5	5-#7		
J-34	8	13	2-#5	1-#5 1-#6	3-#7		
J-35	8	13	2-#5	2-#7	2-#5		
J-36	8	13	2-#5	2-#7			
J-37	8	13	1-#7 2-#6	2-#5			
J-38	8	13	1-#7 1-#6	2-#5			
J-39	20	13		3-#7			
J-40	20	13	4-#6	3-#5			
J-41	18	13	2-#6	3-#8	3-#5		
J-42	18	13	3-#6	3-#8			
J-43	18	13	1-#8 1-#7	3-#5			
J-44	58	13	8-#5	6-#5			
J-45	20	13		3-#5	2-#5 1-#7		
J-46	8	13	2-#5	2-#5	1-#5 2-#6		
J-47	8	13	1-#8 2-#5	1-#8	2-#5		
J-48	20	13	3-#5	3-#5	2-#6 2-#6		
J-49	20	13		3-#6	2-#6 2-#7		
J-50	20	13		3-#5	2-#5 2-#5		
J-51	15½	13		3-#5			#3 @ 12" O.C.
J-52	20	13	3-#5	3-#5	5-#5		
J-53	8	13	2-#5	2-#5	2-#5		
J-54	10½	13	2-#5	2-#5	1-#6 2-#5		#3 @ 9", THEN @ 18" O.C.
J-55	10½	13		2-#5	2-#5		#3 @ 9", THEN @ 18" O.C.
J-56	14	13	2-#8 2-#7	3-#5	1-#7 2-#6		
J-57	14	13		3-#5	1-#5 2-#6		
J-58	14	13		3-#5	1-#6 2-#6		
J-59	14	13	2-#5	2-#5	1-#5 2-#6		
J-60	14	13	1-#5 2-#6	3-#5	2-#7 2-#7		
J-61	18	13		2-#5	3-#7		
J-62	8	13	1-#7 1-#6	2-#5	1-#6 2-#6		
J-63	8	13		2-#5	1-#6 2-#6		
J-64	8	13		2-#5	1-#6 2-#6		

MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING BOTTOM	REINFORCING TOP RIGHT	SKETCH	NOTES
J-65	8	13		2-#5	1-#6 2-#6		
J-66	8	13		2-#5			
J-67	8	13	1-#6 2-#7	1-#7 1-#6	1-#7 1-#7		
J-68	8	13	2-#5	1-#5 1-#6	1-#7 2-#6		
J-69	8	13	1-#6 1-#6	2-#5			
J-70	8	13	1-#7 1-#7	1-#5 1-#6	1-#6 2-#6		
J-71	8	13		2-#5	1-#5 2-#5		
J-72	8	13		2-#5	1-#5 2-#5		
J-73	8	13		2-#5	2-#5 2-#5		
J-74	8	13	1-#6 2-#5	1-#7 1-#6	1-#7 1-#7		
J-75	8	13		4-#5 5-#6			#3 @ 18" O.C. @ 6" O.C.
J-76	8	13		3-#5			
J-77	20	13		5-#8	7-#8		
J-78	20	13		3-#5	4-#6		
J-79	20	13		3-#5	6-#8		
J-80	20	13		5-#7			
J-81	20	13	2-#7		4-#5		SEE ADJ. JOIST FOR BOTTOM BAR
J-82	15½	13		3-#5	4-#7		#3 @ 6", THEN @ 12" O.C.
J-83	40	13	4-#5	6-#7	10-#7		
J-84	40	13		6-#5	6-#5		
J-85	40	13		6-#5	7-#7		
J-86	40	13		6-#6			
J-87	20	13	3-#7		4-#6		SEE ADJ. JOIST FOR BOTTOM BAR
J-88	15½	13		3-#5	4-#7		
J-89	8	13		1-#5 1-#6	1-#7 1-#7		
J-90	20	13		4-#5			
J-91	20	13	2-#6	2-#5			
J-92	20	13	3-#5	2-#5 2-#6	2-#5 2-#6		
J-93	20	13	2-#6 2-#5	4-#6	2-#7 2-#7		
J-94	8	13	2-#5	1-#6 1-#6	2-#6 2-#6		
J-95	8	13		1-#5 1-#6			
J-96	8	13	2-#5	2-#5	2-#5		
J-97	8	13	1-#7 1-#7	2-#6			
J-98	8	13	1-#7	2-#5	2-#6		
J-99	8	13		2-#6	2-#6		
J-100	8	13	1-#7 2-#6	2-#6			
J-101	8	13		2-#5	1-#6 1-#6		
J-102	8	13	2-#5	1-#7 1-#6	1-#7 1-#7		
J-103	8	13	3-#6	5-#5	2-#7 2-#7		
J-104	20	13	2-#7 2-#7	4-#6	2-#7 2-#7		
J-105	20	13		3-#5	3-#5		
J-106	20	13	2-#6 2-#6	3-#5			#3 @ 12" O.C.
J-107	8	13	3-#6	2-#5			
J-108	23	13	3-#6	5-#5	5-#6		
J-109	20	13	3-#5	3-#8	4-#7		
J-110	20	13	2-#7 2-#7	4-#8	2-#6 2-#6		
J-111	20	13		3-#5	2-#6 2-#5		
J-112	20	13		4-#5	2-#6 2-#6		
J-113	20	13		3-#5	2-#5 2-#5		
J-114	20	13		3-#5			
J-115	20	13	2-#7 2-#7	2-#6 2-#7	2-#7 3-#7		
J-116	20	13		3-#5	2-#5 2-#5		
J-117	8	13	1-#7 1-#7	1-#6 1-#7			
J-118	18	13	3-#7	2-#5			
J-119	20	13	3-#5	3-#5	2-#6 2-#6		
J-120	8	13	1-#7 2-#7	1-#5 1-#6	1-#7 1-#7		
J-121	8	13	2-#6	2-#5	1-#5 2-#5		
J-122	8	13		2-#5	1-#5 2-#5		
J-123	8	13	2-#5	2-#5	1-#6 2-#5		
J-124							
J-125	8	13	1-#6 2-#5	1-#6 1-#6	2-#6		
J-126	8	13	2-#5	2-#5	1-#7 1-#7		
J-127	8	13	1-#7 1-#7	1-#6 1-#6			
J-128	20	13		4-#6	3-#5		

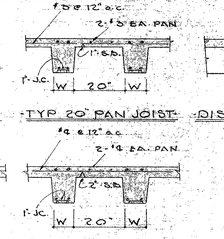
MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING BOTTOM	REINFORCING TOP RIGHT	SKETCH	NOTES
J-129	8	13	1-#7 2-#6	4-#7			
J-130	8	13		2-#5	1-#6 2-#6		
J-131	20	13	3-#5	4-#8	2-#6 2-#7		
J-132	20	13		4-#6			
J-133	20	13	2-#6 2-#6	4-#6	2-#7 2-#7		
J-134	8	13	2-#5	1-#7 1-#7			
J-135	8	13	3-#7	2-#6			
J-136	18	13	1-#7	2-#7 2-#6	1-#7 1-#7		
J-137	8	13	3-#6	1-#6 1-#6	3-#6		
J-138	8	13	3-#5	2-#6	2-#5		
J-139	30	13	2-#6	3-#6 4-#6			#3 @ 18", 10'-6" O.C.
J-140	20	13	4-#6	3-#5			
J-141	8	13	1-#6 2-#6	1-#6 1-#5	1-#7 1-#7		
J-142							
J-143	8	13	2-#6	2-#6	2-#5		
J-144	20	13	2-#6	4-#5	2-#6 2-#6		
J-145	18	13	2-#7 2-#7	2-#5 2-#6	1-#7		
J-146	8	14	2-#5	1-#6 1-#7	2-#7 1-#6		
J-147	8	14		2-#5	1-#6 2-#6		
J-148	8	14		2-#5			
J-149	8	14	2-#6	1-#6 1-#7	2-#7 1-#6		
J-150	8	14	2-#5	2-#6	2-#7 1-#7		
J-151	8	14		2-#6	2-#7 1-#6		
J-152	8	14		2-#6	2-#7		
J-153	8	14		2-#5			
J-154	8	14	2-#7 1-#6	1-#6 1-#7	2-#6		
J-155	8	14	2-#5	2-#6	2-#7 1-#6		
J-156	8	14	2-#5	2-#6	3-#7		
J-157	8	14	2-#5	2-#5	2-#6		
J-158	8	14	2-#5	2-#8	2-#5		
J-159	8	14	2-#5	3-#6	2-#5		
J-160	8	14	2-#5	2-#6			
J-161	8	14		2-#5	3-#6		
J-162	20	14	3-#5	1-#7 2-#6	4-#7		
J-163	20	14		3-#5	2-#5 2-#6		
J-164	20	14		3-#5			
J-165	20	14	3-#5	3-#6	5-#7		
J-166	20	14	3-#5	3-#6	2-#7 2-#6		
J-167	20	14		1-#6 2-#6			
J-168	20	14	3-#7	1-#6 2-#5			
J-169	20	14	3-#6	3-#5			
J-170	20	14	2-#7 2-#6	2-#6 1-#7	3-#5		
J-171	20	14	5-#7	1-#6 2-#5			
J-172	20	14	3-#5	3-#6	5-#7		
J-173	30	14			6-#7		#3 @ 18", 10'-6" START 5" FROM BACK OF B.M.
J-174	20	14	6-#7	1-#6 2-#5			
J-175	20	14	4-#5	3-#5			
J-176	20	14		3-#6	1-#7 2-#6		
J-177	33	14	6-#6	3-#7 5-#7	7-#7		#3 @ 18", 10'-6" START @ FACE OF B.M.
J-178	18	14		3-#5	1-#6 2-#6		
J-179	18	14		2-#5	2-#6		
J-180	8	13		2-#5	2-#6		
J-181	8	13	3-#5	2-#5	2-#5		
J-182	20	14		3-#5	3-#7		
J-183	20	14	3-#6	3-#5			
J-184	20	14		3-#5	3-#5		
J-185	20	14	1-#7 2-#6	3-#5			
J-186	20	14	1-#7 2-#6	3-#5	3-#5		
J-187	20	14		3-#5	3-#5		
J-188							
J-189	8	14	2-#5	2-#6			#6 IN 6½" SLAB
J-190	18	14	2-#6 2-#7	1-#7 2-#6	3-#5		

PARTIAL BEAM SCHEDULE
— CONTINUATION FROM SHEET S-33 —

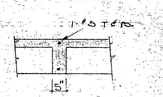
MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING BOTTOM	REINFORCING TOP RIGHT	SKETCH	STIRRUPS QUAN.	STIRRUPS SPACING	STIRRUPS NOTES
B-61	15½	24	3-#6	2-#9 1-#8	3-#6		*3	18"	18" THEN @ 12", 1-#6 E.F. TEMP.
B-62	15½	24	3-#7	2-#9 1-#8	3-#6		*3	18"	18" THEN @ 12", 1-#6 E.F. TEMP.
B-63	15½	24	3-#6	2-#7 1-#7	2-#9 1-#8		*3	18"	18", 5@9", @ 12", 1-#6 E.F. TEMP.
B-64	15½	24		2-#5 1-#7	3-#6		*3	18"	18", 5@9", @ 12", 1-#6 E.F. TEMP.
B-65	15½	24		2-#5 1-#7	3-#7		*3	18"	18", 5@9", @ 12", 1-#6 E.F. TEMP.
B-66	15½	21/24	2-#5	2-#5 1-#6	3-#6		*3	18"	18" THEN @ 12", 1-#6 E.F. TEMP.
B-67	11½	18		2-#6 2-#6	2-#7 2-#6		*4	18"	18" THEN @ 12", 2-#6 E.W. E.F.
B-68	15½	24	3-#6		3-#7		*3	18"	18", 5@9", @ 12", 1-#6 E.F. TEMP.
B-69	15½	24		3-#6	3-#7		*3	18"	18", 5@9", @ 12", 1-#6 E.F. TEMP.
B-70	15½	36		3-#7			*4	18"	18" THEN @ 12", 6-#6 E.F. TEMP.
B-71	15½	24	2-#7 2-#5	3-#6	3-#6		*3	18"	18", 5@9", @ 12", 1-#6 E.F. TEMP.
B-72	15½	24	2-#6 2-#6	4-#8	2-#6		*3	18"	18", 5@9", @ 12", 1-#6 E.F. TEMP.
B-73	15½	30	2-#6 2-#6	4-#9	2-#6		*3	18"	18", 5@9", @ 12", 1-#6 E.F. TEMP.
B-74	15½	30	2-#6 2-#6	2-#9 2-#9	2-#6		*3	18"	18", THEN @ 12", 1-#6 E.F. TEMP.
B-75	11½	78	2-#5	2-#7			*4	18"	*4 @ 12" TEMP.
B-76	24	21	4-#7	3-#9 2-#8	4-#7		*3	18"	18", 5@9", @ 12", 1-#6 E.F. TEMP.
B-77	15½	48	8-#6	2-#7 1-#8	3-#6		*3	18"	18", 5@9", @ 12", 3-#6 E.F. TEMP.
B-78	15½	48	3-#6	3-#7	3-#8		*3	18"	18", 5@9", @ 12", 3-#6 E.F. TEMP.
B-79	15½	48	2-#7 2-#8	3-#7	3-#6		*3	18"	18", 5@9", @ 12", 3-#6 E.F. TEMP.



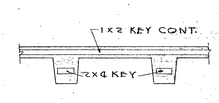
- TYP 30" PAN JOIST -



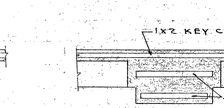
- TYP 20" PAN JOIST -



- DISTRIBUTION RIB



- TYP 30" PAN JOIST -

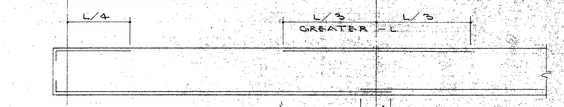


- TYP 20" PAN JOIST -

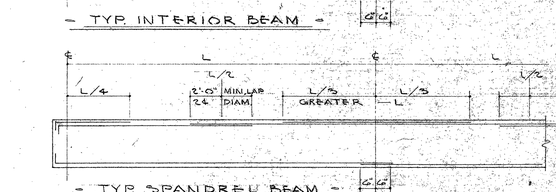




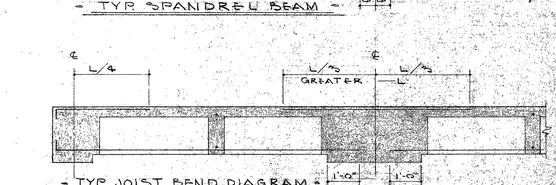
- JOIST CONST. JOINT -



- TYP. INTERIOR BEAM -



- TYP. SPANDREL BEAM -



- TYP JOIST BEND DIAGRAM -

SHEET CONTENTS
JOIST SCHEDULE
AREA EA & WA

SHEET NO.
S-34 OF 83

APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE _____
COMMISSION NO. _____

BEAM SCHEDULE AREA EA. AND WA.

MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING BOTTOM	REINFORCING TOP RIGHT	SKETCH N. OR E. S. OR W.	STIRRUPS SIZE	STIRRUPS TYPE	STIRRUPS SPACING EACH END UNLESS NOTED	NOTES
E-1	54	13	9'-6"	10'-6"						
E-2	54	13		9'-6"	8'-6"					
E-3	54	13	9'-6"	11'-6"	10'-7"					
E-4	54	13		8'-6"						
E-5	9 15/16	37	2'-8"	2'-7"	1'-7" 2'-8"		#3		1 @ 6" THEN @ 12"	2-#4 E.F. TEMP.
E-6	9 15/16	37		2'-7"	2'-8"		#3		1 @ 6" THEN @ 12"	2-#4 E.F. TEMP.
E-7	9 15/16	37	2'-8"	2'-7"	1'-7" 2'-8"		#3		1 @ 6" THEN @ 12"	2-#4 E.F. TEMP.
E-8	9 15/16	37		2'-7"			#3		1 @ 6" THEN @ 12"	2-#4 E.F. TEMP.
E-9	9 15/16	37	2'-8"	2'-7"	1'-7" 2'-8"		#3		1 @ 6" THEN @ 12"	2-#4 E.F. TEMP.
E-10	9 15/16	37	2'-8"	2'-7"	1'-7" 2'-8"		#3		1 @ 6" THEN @ 12"	2-#4 E.F. TEMP.
E-11	9 15/16	37		2'-7"			#3		1 @ 6" THEN @ 12"	2-#4 E.F. TEMP.
E-12	15 15/16	37	2'-7"	3'-7"	1'-7" 2'-7"		#3		1 @ 6" THEN @ 12"	2-#4 E.F. TEMP.
E-13	16 15/16	37		3'-7"			#3		1 @ 6" THEN @ 12"	2-#4 E.F. TEMP.
E-14	15 15/16	37	2'-8" 2'-8"	4'-9"	2'-8" 2'-8"		#3		1 @ 6" THEN @ 12"	2-#4 E.F. TEMP.
E-15	9 15/16	37		2'-7"			#3		1 @ 6" THEN @ 12"	
E-16	54	13	9'-6"	9'-6"			#3		1 @ 6" THEN @ 12"	# 4 TO MATCH #3 S IN HAUNCH
E-17	54	13	6'-7" 6'-6"	4'-6" 5'-6"	8'-9"		#4		1 @ 6" THEN @ 12"	BOTT. BAR'S TO BE CONT. THRU E-18
E-18	15	37	6'-7" 6'-6"		8'-9"		#4		1 @ 6" THEN @ 12"	
E-19	11 1/2	13	2'-8"	2'-8"			#3		1 @ 6" THEN @ 12"	
E-20	11 1/2	20	2'-8" 2'-8"	3'-8"	2'-8" 2'-8"		#3		1 @ 6" THEN @ 12"	1-#4 E.F. TEMP.
E-21	11 1/2	20	2'-8" 2'-8"	3'-8"	2'-8" 2'-8"		#3		1 @ 6" THEN @ 12" 1 @ 6" THEN @ 12"	1-#4 E.F. TEMP. 4-#5 T.&B. SEE SEC. #5
D-1	54	14½	6'-6" 6'-6"	4'-7" 5'-7"			#3		1 @ 5", 10 @ 6"	#3 U 1 @ 7" THEN @ 6" IN CANT.
D-2	54	14½	11'-6"	5'-6"	11'-6"		#3		1 @ 5", 10 @ 6"	
D-3	54	14½		11'-7"	8'-8" 8'-8"		#3		1 @ 5", 10 @ 6"	
D-4	54	14½	6'-6" 6'-6"	11'-7"			#3		1 @ 5", 10 @ 6"	
D-5	54	14½	6'-6" 6'-6"	10'-7"	8'-9" 8'-9"		#3		1 @ 5", 10 @ 6"	
D-6	54	14½		9'-7"	6'-8" 6'-8"		#3		1 @ 5", 10 @ 6"	
D-7	54	14½	6'-6" 6'-6"	10'-7"	8'-9" 8'-9"		#3		1 @ 5", 10 @ 6"	
D-8	54	14½	12'-5"	12'-7"	11'-7"		#3		1 @ 5", 6 @ 6", 7 @ 6"	
D-9	54	14½		10'-5"	11'-7"		#3		1 @ 5", 6 @ 6"	
D-10	54	14½		10'-6"	12'-7"		#3		1 @ 5", 7 @ 6"	
D-11	54	14½		9'-6"	10'-7"		#3		1 @ 5", 6 @ 6"	
D-12	54	14½		9'-6"	9'-7"					
D-13	54	14½		9'-6"	10'-7"					
D-14	54	14½		9'-6"	11'-7"		#3		1 @ 5", 6 @ 6"	
D-15	54	14½		9'-6"	8'-8"		#3		1 @ 5", 6 @ 6"	
D-16	11 1/2	28	6'-6" 2'-8"	8'-6" 2'-8"	6'-6" 2'-8"		#4		1 @ 5", 6 @ 6" THEN @ 12"	1-#8 E.F. TEMP
D-17	54	14½	2'-8"	9'-7"	8'-6"		#3		1 @ 2", 9 @ 6"	
D-18	10	20½	6'-6" 3'-6"	6'-7" 2'-8"	6'-6" 3'-6"		#3		1 @ 6" THEN @ 12"	#3 U 10 @ 6", THEN @ 12" IN HAUNCH
D-19	54	14½	4'-6"	9'-7"			#3		1 @ 5", 6 @ 6"	#3 U 10 @ 6", THEN @ 12" IN HAUNCH
D-20	54	14½		9'-6"						
D-21	54	14½		7'-5"	11'-6"					
D-22	54	14½		12'-5"	9'-6"					
D-23	54	14½	10'-7"	9'-6"	6'-6"					
D-24	11 1/2	28	6'-7" 2'-8"	5'-10"	2'-7"		#3		1 @ 8", 9 @ 12" THEN @ 12"	1-#4 E.F. TEMP.
D-25	54	14½	6'-6"	6'-6"	6'-6"		#3		1 @ 5", 10 @ 6"	
D-26	54	14½		6'-6"	6'-6"		#3		1 @ 5", 10 @ 6"	
D-27	44	14½		6'-6"	10'-8"		#3		1 @ 5", 10 @ 6"	
D-28	44	14½		6'-6"	6'-6"		#3		1 @ 5", 10 @ 6"	
D-29	60	14½	6'-7"	10'-6"	11'-7"		#4		1 @ 5", 6 @ 6" THEN @ 12"	
D-30	60	14½		10'-5"			#4		1 @ 5", 6 @ 6" THEN @ 12"	
D-31	60	14½		12'-6"	6'-7"		#4		1 @ 5", 6 @ 6" 6 @ 6"	
D-32	60	14½	12'-9"	12'-7"	6'-7"		#4		1 @ 5", 6 @ 6" 6 @ 6"	
D-33	11 1/2	28	8'-7"	8'-9"	8'-7"		#3		1 @ 6", 6 @ 10" THEN @ 12"	1-#4 E.F. TEMP.
D-34	54	14½	12'-6"	11'-7"			#3		1 @ 2", 9 @ 4", 7 @ 6"	#4 U 1 @ 2", 6 @ 4" 7 @ 6" IN HAUNCH
D-35	15	34	6'-9" 6'-6"	4'-10" 6'-10"			#4		1 @ 6" THEN @ 12"	BOTT. BARS TO BE CONT. THRU. D-36
D-36	15	34	6'-9"	6'-7" 6'-6"			#4		1 @ 6" THEN @ 12"	
D-37	54	14½	10'-7"	12'-7"			#3		1 @ 2", 6 @ 4" 7 @ 6"	#4 U 1 @ 2", 6 @ 4" 7 @ 6" IN HAUNCH
D-38	54	14½	12'-6"	9'-7"			#3		1 @ 8", 9 @ 6"	#3 U 1 @ 8", 9 @ 6" IN HAUNCH
D-39	10	30	6'-10" 6'-10"	6'-6" 6'-6"	5'-10" 5'-9"		#3		1 @ 8", 12 @ 6" THEN @ 12"	5-#4 TEMP.
D-40	54	14½	2'-8"	11'-6"	11'-6"		#3		1 @ 5", 6 @ 6"	#3 U 1 @ 6" THEN @ 12" IN HAUNCH
D-41	11 1/2	14½	2'-8"	2'-7"			#3		1 @ 6", THEN @ 12"	
D-42	12	36	2'-8"	3'-8"	3'-6"		#3		1 @ 6", THEN @ 12"	1-#4 E.F. TEMP.
D-43	11 1/2	24	2'-8" 2'-8"		2'-7" 2'-8"		#3		1 @ 4", 9 @ 7" THEN @ 12"	1-#4 E.F. TEMP.
D-44	11 1/2	24	2'-8"	2'-8"	2'-7"		#3		1 @ 5", 9 @ 6" 12" IN CANT.	
D-45	54	14½		9'-6"			#3		1 @ 5", 7 @ 6"	
D-46	54	14½	11'-6"	10'-7"			#3		1 @ 5", 9 @ 6"	
D-47	41	30	6'-6"	6'-6"	5'-6"		#4		1 @ 6", 8 @ 12" THEN @ 24"	
D-48	54	14½	6'-6"	11'-6"	9'-6"		18		1 @ 5, 9 @ 6"	
D-49	54	14½		10'-5"			13		1 @ 5, 9 @ 6"	
D-50	54	14½		7'-6"	8'-6" 6'-5"		13		1 @ 5, 6 @ 6"	#5 U NO. THEN @ 12" IN HAUNCH
D-51	11 1/2	30		6'-5" 1'-6", 2'-7"	6'-5"		13		1 @ 2", 10 @ 9", 4 @ 6" THEN @ 12"	5-#4 TEMP

BEAM SCHEDULE AREA EA. AND WA.

MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING BOTTOM	REINFORCING TOP RIGHT	SKETCH N. OR E. S. OR W.	STIRRUPS SIZE	STIRRUPS TYPE	STIRRUPS SPACING EACH END UNLESS NOTED	NOTES
C-1	18	34	4'-6" 3'-7"	2'-7" 2'-8"			#3		1 @ 6" THEN @ 12"	6-#4 TEMP.
C-2	15	34	3'-5" 3'-7"	2'-10" 2'-9"	3'-5" 3'-7"		#4		1 @ 6" THEN @ 12"	1-#4 E.F. TEMP.
C-3	15	34	3'-5" 3'-7"	4'-9"	3'-5" 3'-7"		#4		1 @ 6" THEN @ 12"	1-#4 E.F. TEMP.
C-4	24	24	4'-5" 3'-6"	4'-7" 3'-6"	4'-5" 3'-6"		#4		1 @ 4" THEN @ 9"	4-#5 IN BOTT. IN DEPTH.
C-5	43	34	3'-9"	15'-9"	3'-9"		#4		1 @ 6", 6 @ 12"	
C-6	18	24	2'-6" 2'-6"	2'-6" 2'-6"	2'-6"		#3		1 @ 6" THEN @ 12"	4-#4 TEMP.
C-7	18	13	3'-5"	2'-7"			#3		1 @ 6" THEN @ 12"	
C-8	24	13	3'-5"	5'-7"			#3		1 @ 6" THEN @ 12"	
C-9	18	30	3'-5"	4'-7"	4'-5"		#3		1 @ 6" THEN @ 12"	2-#4 E.F. TEMP.
C-10	11	14	2'-5"	2'-7"			#3		1 @ 6" THEN @ 12"	
C-11	11	24	1'-8" 2'-5"	2'-7" 2'-5"	2'-7" 2'-5"		#3		1 @ 4", 9 @ 6" THEN @ 12" ADD 2-#5 12'-7" THEN @ 12" IN CANT.	1-#4 E.F. TEMP.
C-12	11	30	3'-5"	5'-9"	5'-5"		#3		1 @ 6" THEN @ 12"	
C-13	11	44½	2'-6" 2'-6"	5'-7" 2'-6"	2'-6" 5'-7"		#3		1 @ 6" THEN @ 12" ADD 2-#5 12'-7" THEN @ 12" IN CANT.	2-#4 E.F. TEMP. 4-#4 IN CANT.
C-14	11	22	5'-7"	2'-10"	5'-7"		#3		1 @ 5", THEN @ 10"	1-#4 E.F. TEMP.
C-15	11	22	5'-7"	5'-7"			#3		1 @ 5", 6 @ 10" THEN @ 12"	1-#4 E.F. TEMP.
C-16	15	44½	2'-7" 2'-7"	4'-7"	1'-7" 2'-7"		#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP. 2-#6 CONT. BOTT.
C-17	9	44½	2'-7"	2'-6"			#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP.
C-18	15	44½	1'-7" 2'-7"	4'-7"	2'-7" 2'-7"		#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP. 2-#6 CONT. BOTT.
C-19	15	44½	2'-7" 2'-7"		2'-7" 2'-7"		#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP. 2-#6 CONT. BOTT.
C-20	15	44½	2'-7" 2'-7"	4'-7"			#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP. 2-#6 CONT. BOTT.
C-21	15	44½	2'-7" 2'-7"	4'-7"	2'-7"		#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP. 2-#6 CONT. BOTT.
C-22	76	14½	2'-7" 2'-7"	2'-7"						
C-23	76	14½	11'-8"	10'-6"						
C-24	76	34		13'-6"	16'-11"		#4		1 @ 4", 15 @ 9"	
C-25	76	34		13'-6"	16'-11"		#4		1 @ 4", 15 @ 9"	
C-26	76	34		17'-9"	17'-11"		#4		1 @ 4", 23 @ 9"	
C-27	76	34		18'-9"			#4		1 @ 4", 15 @ 9"	
C-28	76	34	16'-11"	11'-6"	2'-11"		#4		1 @ 4", 6 @ 9"	
C-29	76	34		17'-9"	10'-9"		#4		1 @ 6" 15 @ 6" 6 @ 9" (1 @ 2", 9 @ 9" WEST END)	
C-30	60	14½	5'-6"	10'-7"			#3		1 @ 5", 6 @ 6"	
C-31	60	14½	11'-6"	11'-6"						
C-32	60	36		10'-11"			#4		1 @ 2", 20 @ 6" THEN @ 12"	
C-33	60	36	16'-10"	11'-7"			#4		1 @ 2", 12 @ 9" 14 @ 6"	
C-34	60	24		9'-9"			#4		1 @ 4", 15 @ 9" 2 @ 5", 6 @ 9" (1 @ 2", 9 @ 9" WEST END)	
C-35	60	24		10'-6"	10'-9"		#4		1 @ 5", 14 @ 6"	
C-36	60	24		11'-6"			#4		1 @ 4", 11 @ 9"	
C-37	60	24	12'-9"	10'-6"						
C-38	60	36		10'-9"	15'-11"		#4		1 @ 2", 14 @ 6" THEN @ 12"	
C-39	60	36		14'-9"	9'-9"		#4		1 @ 2", 12 @ 9" 14 @ 6" @ 12"	
C-40	76	14½	2'-7" 11'-6"	2'-7"	2'-7"					
C-41	76	14½	11'-6"	10'-6"						
C-42	76	34		13'-6"	16'-11"		#4		1 @ 5", 14 @ 6"	
C-43	76	34		16'-9"	16'-11"		#4		1 @ 5", 14, @ 6"	
C-44	76	34	2'-6"	2'-6"	16'-11"		#4		1 @ 4", 23 @ 9"	
C-45	76	34		16'-9"			#4		1 @ 5", 14 @ 6"	
C-46	76	34		11'-6"	16'-11"		#4		1 @ 4", 6 @ 9"	
C-47	76	34		16'-9"	10'-9"		#4		1 @ 2", 14 @ 6" 4 @ 9" 1 @ 5", 9 @ 6" T. WEST END	
C-48	54	14½	9'-7"	10'-7"			#4		1 @ 2", 6 @ 9" 11 @ 6"	#4 U 1 @ 2", 6 @ 9" 11 @ 6" IN HAUNCH
C-49	15	34½	15'-9" 4'-6"	6'-6" 5'-6"	6'-6"		#4		1 @ 6" THEN @ 12" ADD 2-#5 12'-7" THEN @ 12" IN CANT.	BOTT. BARS TO BE CONT. THRU. C-50.
C-50	15	34½	4'-6"		4'-7" 4'-6"		#4		1 @ 6" THEN @ 12"	
C-51	54	14½		10'-6"	10'-6"		#3		1 @ 2", 6 @ 9" 7 @ 6"	#4 U 1 @ 2", 6 @ 9" 7 @ 6" IN HAUNCH
C-52	54	14½		10'-6"	10'-6"		#3		1 @ 5", 7 @ 6"	
C-53	54	14½		9'-6"	10'-6"		#3		1 @ 5", 7 @ 6"	
C-54	54	14½		10'-6"			#3		1 @ 5", 7 @ 6"	
C-55	54	14½	12'-6"	11'-7"	10'-6"		#3		1 @ 2", 6 @ 9" 7 @ 6"	
C-56	22	30	5'-7"	5'-7"	6'-9"		#4		1 @ 6", THEN @ 12"	1-#4 E.F. TEMP.
C-57	22	30		5'-7"	6'-9"		#4		1 @ 6" THEN @ 12"	1-#4 E.F. TEMP.
C-58	22	24	5'-7"	4'-7" 5'-7"	5'-7"		#4		1 @ 6" THEN @ 12"	1-#4 E.F. TEMP.
C-59	22	24		5'-7" 5'-7"	5'-7"		#4		1 @ 6" THEN @ 12"	1-#4 E.F. TEMP.
C-60	22	24		5'-7" 5'-7"			#4		1 @ 6" THEN @ 12"	1-#4 E.F. TEMP.
C-61	22	24	4'-7"	5'-7"			#4		1 @ 6" THEN @ 12"	1-#4 E.F. TEMP.
C-62	22	24	5'-7"	4'-7"	5'-7"		#4		1 @ 6" THEN @ 12"	1-#4 E.F. TEMP.
C-63	22	24	7'-7"	4'-7"	5'-7"		#4		1 @ 6" THEN @ 12"	1-#4 E.F. TEMP.
C-64	22	24		4'-7"			#4		1 @ 6" THEN @ 12"	1-#4 E.F. TEMP.
C-65	22	24		5'-7"			#4		1 @ 6" THEN @ 12"	1-#4 E.F. TEMP. BOTT. BARS TO BE CONT. THRU. C-66
C-66	15	44½	2'-7" 2'-7"	4'-7"	2'-7" 2'-7"		#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP. 2-#6 CONT. BOTT.
C-67	15	44½	2'-7" 2'-7"	4'-7"	2'-7"		#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP. 2-#6 CONT. BOTT.
C-68	29	30	5'-7"	2'-7" 2'-7"			#3		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP.
C-69	22	24	2'-7" 2'-7"	2'-7" 2'-7"	2'-7" 2'-7"					
C-70	15	16	5'-7"	3'-7"			#3		1 @ 6" THEN @ 12"	
C-71	15	44½	2'-7" 2'-7"	4'-7"	1'-7" 2'-7"		#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP.
C-72	9	44½	1'-7"	1'-7"	2'-7"		#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP.
C-73	15	44½	2'-7" 2'-7"	4'-7"	2'-7" 2'-7"		#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP.
C-74	15	44½	2'-7" 2'-7"	4'-7"			#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP.
C-75	9	42½	11'-9"	5'-6"	1'-9"	ADD 1-#7	#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP.
C-76	15	44½	2'-7" 2'-7"	4'-7"	2'-7" 2'-7"		#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP.
C-77	15	44½	2'-7" 2'-7"	4'-7"	2'-7" 2'-7"		#4		1 @ 9" THEN @ 12"	2-#4 E.F. TEMP.
C-78	54	14½		10'-6"			#3		1 @ 5", 6 @ 6"	
C-79	54	14½		6'-6"	9'-6"					
C-80	54	36		15'-9"			#4		1 @ 2", 11 @ 6" 5 @ 12"	
C-81	54	36	6'-6" 7'-6"	4'-7" 4'-7"			#4		1 @ 4", 2 @ 9" THEN @ 12"	ADD 4-#11 IN SLOPING AREA
C-82	11	36	4'-6" 2'-7"	4'-7" 2'-7"			#4		1 @ 6", 2 @ 9" THEN @ 12" 6, 6" THEN @ 12" EAST END	

MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING BOTTOM	REINFORCING TOP RIGHT	SKETCH N. OR E. S. OR W.	STIRRUPS SIZE	STIRRUPS TYPE	NOTES
C-83	54	14½		10'-6"	10'-6"		#3		1 @ 5", 9 @ 6"
C-84	54	14½		10'-6"	10'-6"		#3		1 @ 5", 8 @ 6"
C-85	54	14½		10'-6"	12'-6"		#3		1 @ 5", 8 @ 6"
C-86	11½	30	4'-5"	3'-7"			#4		THEN @ 12"
C-87	11½	30	9'-5" 4'-5"	8'-7"	11'-6"		#4		1 @ 5", 12 @ 6" THEN @ 12"
C-88	54	14½		10'-6"			#3		1 @ 5", 8 @ 6"
C-89	11½	28	4'-5"	5'-6"	4'-6" 2'-6"		#4		1 @ 5", 8 @ 6" 12" THEN @ 12"
C-90	54	14½		10'-6"	11'-6"		#3		1 @ 5", 8 @ 6"
C-91	54	14½		10'-6"	12'-6" 6'-6"		#3		1 @ 5", 8 @ 6"
C-92	11½	30		4'-6" 5'-7"	6'-6"		#4		1 @ 3", 12 @ 6" THEN @ 12"
C-93	54	14½		10'-6"			#3		1 @ 5", 8 @ 6"
C-94	11½	36	6'-9"	5'-7"					
C-95	54	36	6'-9" 7'-9"	4'-7"					
C-96	24	13	3'-5"	5'-7"			#3		1 @ 6" THEN @ 12"
B-1	12	42	2'-7"	3'-10"	1'-7"		#3		1 @ 6" THEN @ 12" 3-#4 E.F.TEMP.
B-2	18	24	4'-7"	4'-9"	6'-7"		#3		1 @ 5", 9 @ 6" THEN @ 12" 1-#4 E.F.TEMP.
B-3	18	24	4'-7"	4'-9"	9'-7"		#3		1 @ 5", 9 @ 6" THEN @ 12"
B-4	18	30	2'-7" 2'-7"	5'-9"	2'-7"		#4		1 @ 6" THEN @ 12" 2-#4 E.F.TEMP.
B-5	14	36	4'-6"	4'-9"	4'-6"		#3		THEN @ 12"
B-6	13	19	2'-6"	2'-6"			#3		1 @ 5", THEN @ 6"
B-7	16	24	2'-6"	2'-6" 1'-6"			#3		1 @ 6", 6 @ 9" THEN @ 12" 1-#4 E.F.TEMP.
B-8	18	14	2'-6"	2'-7"			#3		1 @ 5", 6 @ 6" THEN @ 12"
B-9	11½	15½	2'-7"	2'-6"			#3		1 @ 5", 7 @ 6"
B-10	11½	15½	2'-7"	2'-7"			#3		1 @ 5", 7 @ 6" THEN @ 12"
B-11	15	45½		2'-8"	2'-8"		#3		1 @ 6" THEN @ 12" 3-#4 E.F.TEMP.
B-12	15	45½		2'-8"	2'-8"		#3		1 @ 6" THEN @ 12" 3-#4 E.F.TEMP.
B-13	18	22	1'-6" 2'-6"	4'-9"			#3		1 @ 6" THEN @ 12" 1-#4 E.F.TEMP.
B-14	19½	20		4'-5"	2'-9" 2'-6"		#4		1 @ 4" THEN @ 9" 1-#4 E.F.TEMP.
B-15	19½	20		2'-9" 2'-6"	6'-7"		#4		1 @ 4", 9 @ 9" THEN @ 12" 11-#4 E.F.TEMP.
B-16	34	18	5'-7"	6'-5"			#3		1 @ 5", THEN @ 6"
B-17	34	18		10'-7"	7'-6"		#3		1 @ 5", 9, 6" 6"
B-18	24	24		5'-6"			#3		1 @ 6" THEN @ 12" 1-#4 E.F.TEMP.
B-19	21	24		5'-6"			#3		1 @ 5", 9 @ 6" THEN @ 12" 1-#4 E.F.TEMP.
B-20	23	36	3'-4" 2'-6"	5'-6"			#4		1 @ 4", 15 @ 9" THEN @ 12" 2-#4 E.F.TEMP.
B-21	23	44½	4'-6"	4'-6"	6'-6"		#4		1 @ 6" THEN @ 12" 2-#4 E.F.TEMP.
B-22	23	36	2'-5"	6'-6"	2'-7"		#4		1 @ 4", 15 @ 9" THEN @ 12"
B-23	54	15½	7'-7"	10'-6"			#4		1 @ 5", 12" 6"
B-24	54	15½	12'-6"	6'-5"			#4		1 @ 5", 7 @ 6"
B-25	54	15½		6'-5"	12'-7"		#4		1 @ 5", 7 @ 6"
B-26	54	15½		12'-6"	12'-6"		#4		1 @ 5", 11 @ 6"
B-27	54	15½		10'-6"			#4		1 @ 5", 11 @ 6"
B-28	54	15½		10'-6"			#4		1 @ 5", 12 @ 6"
B-29	54	15½	15'-6"	12'-7"	7'-7"		#4		1 @ 5", 11 @ 6"
B-30	54	15½	2'-7"	12'-7"			#4		1 @ 5", 11 @ 6"
B-31	54	15½	6'-7" 2'-7"	6'-5"					
B-32	54	15½	4'-6"	11'-6"	12'-6"		#4		1 @ 5", 11 @ 6"
B-33	54	15½		11'-6"			#4		1 @ 5", 11 @ 6"
B-34	54	15½	10'-7"	6'-5"					
B-35	54	15½		12'-6"			#4		1 @ 5", 6 @ 6"
B-36	54	15½		11'-6"	10'-6"		#4		1 @ 5", 6 @ 6"
B-37	54	15½		10'-6"	10'-6" 9'-6"		#4		1 @ 5", 6 @ 6"
B-38	54	15½	9'-6"	10'-6"			#4		1 @ 5", 6 @ 6"
B-39	54	15½		6'-5"	10'-7"				
B-40	54	15½	9'-7"	6'-5"					
B-41	60	15½		10'-6"			#4		1 @ 5", 11 @ 6"
B-42	54	15½		6'-5"	6'-5"				
B-43	54	15½		11'-6"	10'-9" 4'-6"		#4		1 @ 5", 11 @ 6"
B-44	54	15½	4'-6"	11'-6"			#4		1 @ 5", 11 @ 6"
B-45	54	15½	11'-7"	6'-5"					
B-46	54	15½		9'-7"			#4		1 @ 5", 11 @ 6"
B-47	54	15½	10'-7" 6'-6"	6'-5"	4'-6"				
B-48	11½	15½	2'-5"	2'-6"			#3		1 @ 6", THEN @ 12"
B-49	15	39½	2'-7"	4'-9"			#3		1 @ 4", 15 @ 9" THEN @ 12" 1-#4 E.F.TEMP.
B-50	19½	15½	2'-7"	4'-6"			#3		1 @ 6", THEN @ 12"
B-51	54	15½	12'-6"	10'-7"	7'-7"		#4		1 @ 5", 11 @ 6"
B-52	54	15½	6'-7" 2'-7"	5'-6" 3'-6"					
B-53	54	15½	7'-7"	10'-6"	12'-6"		#4		1 @ 5", 15 @ 6"
B-54	20	42	SEE SHEET S-20 FOR B.M. DETAILS.						
B-55	20	48							
B-56	30	48							
B-57	24	48							
B-58	15	60							
B-59	24	4" MINIMUM							
B-60	24	36"							

See Sheet S-34 For Continuation

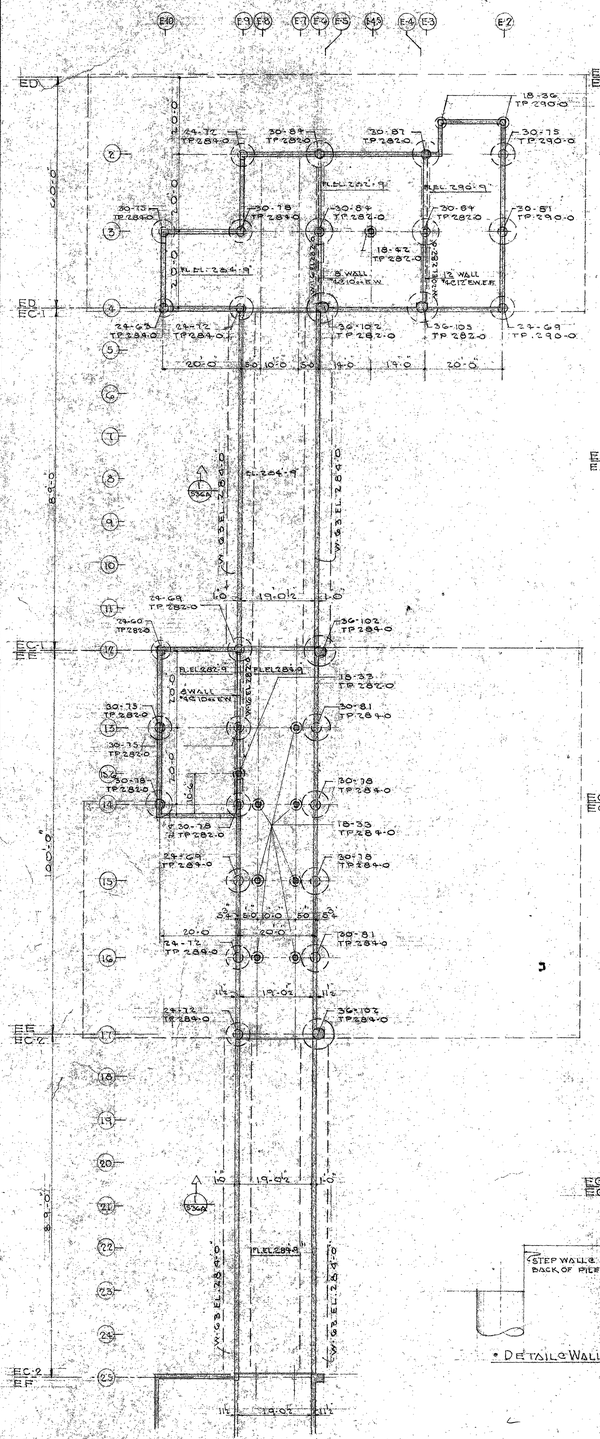
BEAMS 24" WIDE & WIDER WHERE STIRRUPS ARE NOT READ ARE TO HAVE SPACER BARS IN BOTTOM O.N.

SHEET CONTENTS
BEAM SCHEDULE
AREA EA & WA

SHEET NO.
S-35 OF 83

APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC.	MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970
APPROVED	MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS			COMMISSION NO. 66013

Tube # 132


E10 E9 E8 E7 E6 E5 E4 E3 E2
ED
ED EC-1
EC-1 EE
EE EC-2
EC-2 EF
EF
18-36 TP 290-0
24-72 TP 284-0
30-84 TP 282-0
30-87 TP 282-0
30-75 TP 290-0
30-78 TP 284-0
30-81 TP 290-0
18-33 TP 282-0
24-69 TP 284-0
24-63 TP 284-0
36-102 TP 282-0
36-103 TP 290-0
FL EL 284-9
FL EL 282-9
8" WALL @ 100 LB E.W.
12" WALL @ CITIZENS ENER.
W-63 EL 284-0
W-65 EL 283-6
100'-0"
89'-0"
20'-0
50'-10'-0
19'-0
19'-0½
1'-0
5362A
24-60 TP 284-0
36-102 TP 284-0
24-72 TP 284-0
30-73 TP 282-0
30-78 TP 284-0
18-33 TP 284-0
30-81 TP 284-0
24-72 TP 282-0
36-102 TP 284-0
FL EL 282-9
FL EL 284-9
8" WALL @ 100 LB E.W.
W-63 EL 284-0
19'-0½
5362A
EC-2 EF
EF EC-3
EC-3 EG
EG EC-4
24-60 TP 282-0
24-69 TP 282-0
36-102 TP 284-0
30-73 TP 282-0
30-78 TP 284-0
30-84 TP 282-0
30-87 TP 284-0
18-33 TP 284-0
30-81 TP 284-0
24-72 TP 284-0
36-102 TP 284-0
FL EL 282-9
FL EL 284-9
8" WALL @ 100 LB E.W.
W-63 EL 284-0
W-64 EL 284-0
W-65 EL 283-6
100'-0"
89'-0"
20'-0
50'-10'-0
19'-0½
1'-0
5362A
5364A
L31-2
30-87 TP 284-0
30-90 TP 284-0
18-39 TP 284-0
24-72 TP 284-0
30-78 TP 282-0
30-81 TP 284-0
18-45 TP 284-0
18-33 TP 284-0
24-72 TP 284-0
30-78 TP 284-0
30-81

APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013

GRADE BEAM SCHEDULE
EAST CONCOURSE

MARK	SIZE WIDTH	SIZE DEPTH	REINFORCING TOP LEFT	REINFORCING BOTT	REINFORCING TOP RIGHT	STIRRUPS SKETCH	STIRRUPS SIZE	STIRRUPS SKETCH	STIRRUPS SPACING EACH END UNLESS NOTED	REMARKS
GB-1	1'-½"		2-#7	6-#7						
GB-2	1'-½"		2-#7	6-#7	2-#7					
GB-3	1'-½"			4-#7	2-#7					
GB-4	1'-½"			6-#7						
GB-5	1'-½"		2-#7	1-#8	2-#7					
GB-6	1'-½"			1-#8	2-#7					
GB-7	1'-½"		2-#7	2-#7	1-#8					
GB-8	1'-½"		2-#8	2-#8	2-#7					
GB-9	1'-½"		1-#8	2-#7	2-#7					
GB-10	1'-½"			1-#8	2-#7					
GB-11	1'-½"		2-#7	3-#8						
GB-12	1'-½"		2-#7	3-#7						
GB-13	1'-½"			6-#7	2-#7					
GB-14	1'-½"		2-#7	2-#7						
GB-15	1'-½"		2-#7	2-#7	2-#7					
GB-16	1'-½"			2-#7	2-#7					
GB-17	1'-½"			2-#7	2-#7					
GB-18	1'-½"		2-#7	2-#7	3-#8					
GB-19	1'-½"			3-#7						
GB-20	1'-½"			3-#8	1-#8					
GB-21	1'-½"		2-#8	2-#8						
GB-22	1'-½"		2-#6	2-#6						
GB-23	1'-½"		2-#6	3-#7	1-#8					
GB-24	1'-½"			2-#6						
GB-28	1'-½"			2-#6	2-#6					
GB-29	1'-½"		2-#7	1-#8	2-#6					
GB-27	1'-½"			2-#6	2-#6					
GB-28	1'-5/16"	2'-6"	2-#6	6-#7	2-#6	SEE PLAN FOR WALL REINF.	#3		@12 c.c.	1-¾ E.F.
GB-29			2-#6	6-#8	2-#6		#3		1&6, 6@9, @12	1-¾ E.F.
GB-30			2-#6	7-#8	2-#6		#3		1&6, 6@9 @12	1-¾ E.F.
GB-31			2-#6	8-#8	2-#6		#3		1&6, 6@9 @12	1-¾ E.F.
GB-32				3-#8			#3		1&6, @12	1-¾ E.F.
GB-33				4-#8			#3		1&6, @12	1-¾ E.F.
GB-34	1'-5/16"	3'-8"	2-#6	4-#7	2-#6		#3		1&6, @12	2-¾ E.F.
GB-35	1'-5/16"	3'-8"	2-#6	5-#8	2-#6		#3		1&6 @12	2-¾ E.F.

BEAM SCHEDULE
OVER TRANSIT TUNNEL BLDG. EH

MARK	SIZE WIDTH	SIZE DEPTH	REINFORCING TOP LEFT	REINFORCING BOT	REINFORCING TOP RIGHT	SKETCH	STIRRUPS SIZE	STIRRUPS TYPE	STIRRUPS SPACING EACH END UNLESS NOTED	REMARKS
BM-1	GO	9'-8	6-#9	18-#11	5-#9		#5		1&6, 9@12, @24	5-¾ E.F.
BM-2	GO	9'-9 15/16	6-#9	20-#9	8-#9		#5		1&9, 9@12, @24	5-¾ E.F.
BM-3	GO	7'-7	10-#9	18-#11	10-#9		#5		1&6, 11@12, @24	5-¾ E.F.
BM-4	GB	7'-7	10-#9	16-#9	7-#9		#5		1&6, 11@12, @24	5-¾ E.F.
BM-5	GO	7'-7	10-#9	16-#11	10-#9		#5		1&6, 9@12, @24	5-¾ E.F.

FOOTING SCHEDULE
EAST CONCOURSE ONLY

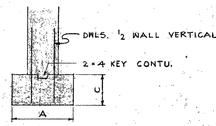
NO.	MARK	SIZE A	SIZE B	SIZE C	REINF. ½ EQ. WAY UNLESS NOTED	REMARKS
A		8'-½	10'-3	29"	19-#6 x 7'-6	
B		8'-6	8'-6	31"	30-#6 x 8'-0	
C		8'-3	8'-3	34"	32-#7 x 7'-9	
D		7'-6	7'-6	25"	34-#6 x 7'-0"	
E		7'-0"	7'-0"	25"	28-#6 x 6'-6	
F		6'-6	6'-6"	25"	28-#6 x 6'-0	
G		4'-9	4'-3	15"	6-#5 x 3'-3	
H		2'-0	2'-0	12"	3-#4 x 1'-6	
W-16		1'-6	CONT.	12"	NONE	#4 x 2'-6 DWLS 2'-0"
W-20		1'-8"	CONT.	12"	NONE	#4 x 2'-6 DWLS @24 E.F.
W-23		2'-3	CONT.	12"	#5 @ 6" & #6 @ 12" c-c CONT	
W-33		3'-0	CONT.	14"	#5 @ 6" & #6 @ 12" c-c CONT.	



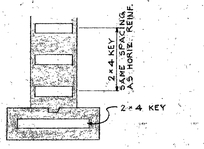
• GRADE BEAM BEND DIAGRAM •



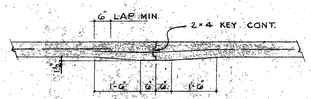
• DETAIL WALL GRADE BEAM •



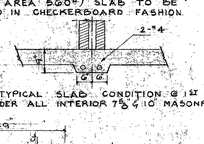
• TYPICAL WALL FOOTING •



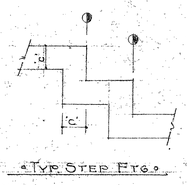
• TYPICAL WALL CONST. JOINT •
MAXIMUM LENGTH OF ANY POUR ON CONCRETE WALL TO BE 50'-0



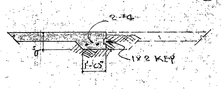
• SLAB ON GRADE CONST. JOINT •
FOR EAST CONCOURSE MAX. LENGTH OF SLAB ON GRADE POUR TO BE 28'-0 (MAX. AREA 500ft²) SLAB TO BE POURED IN CHECKERBOARD FASHION.



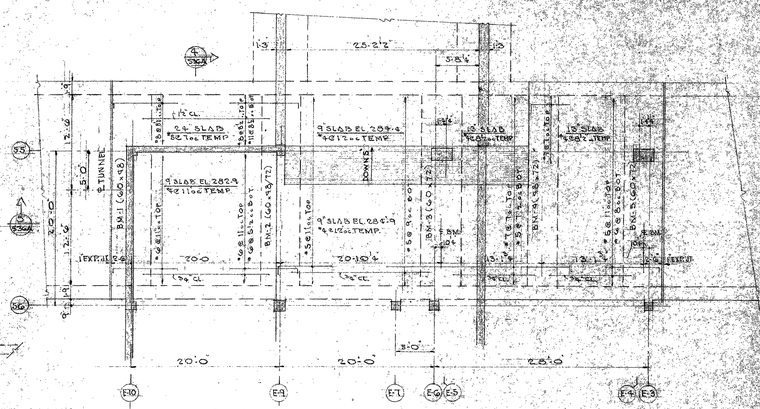
TYPICAL SLAB CONDITION @ 1ST FL. UNDER ALL INTERIOR 7⅝ & 10" MASONRY WALL



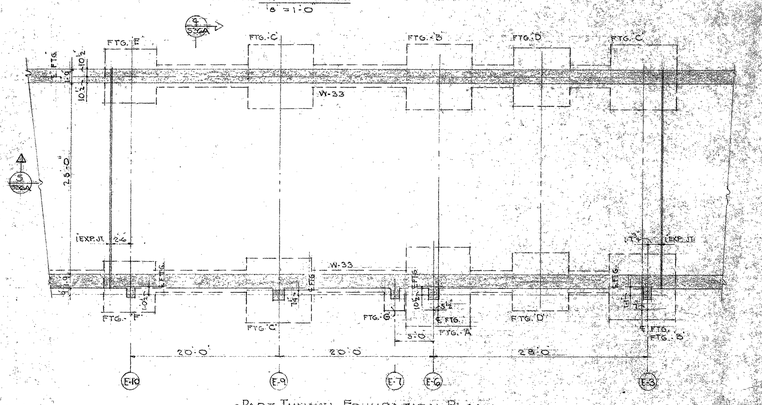
• TYP STEP FTG. •

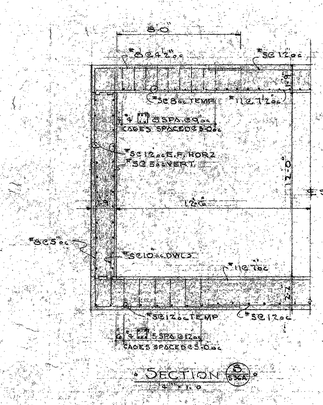


DETAIL SLAB ON GRADE
• EDGE OF UNFINISHED AREAS

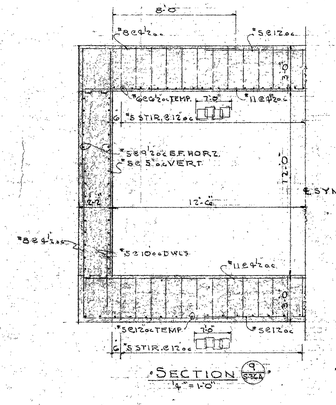


• PART BSMT. PLAN OVER TRANSIT TUNNEL •
BLDG. EH
1/8" = 1'-0"

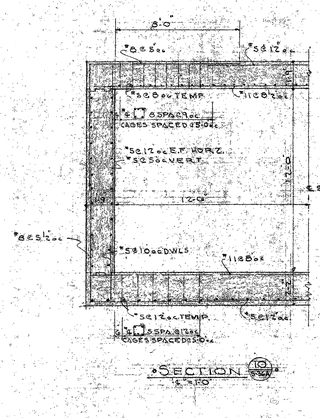




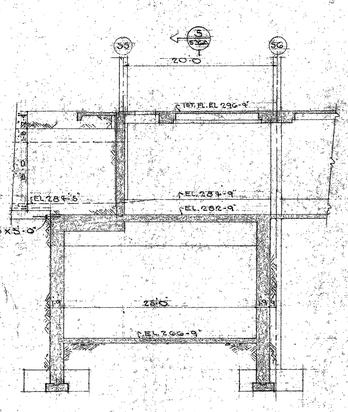
• SECTION 8 •

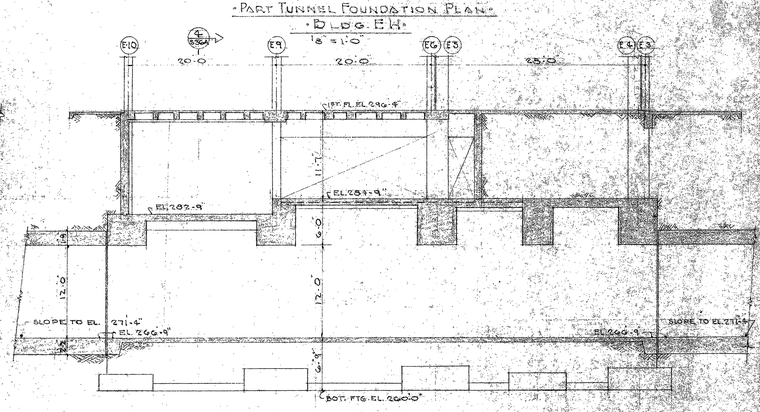


• SECTION 9 •

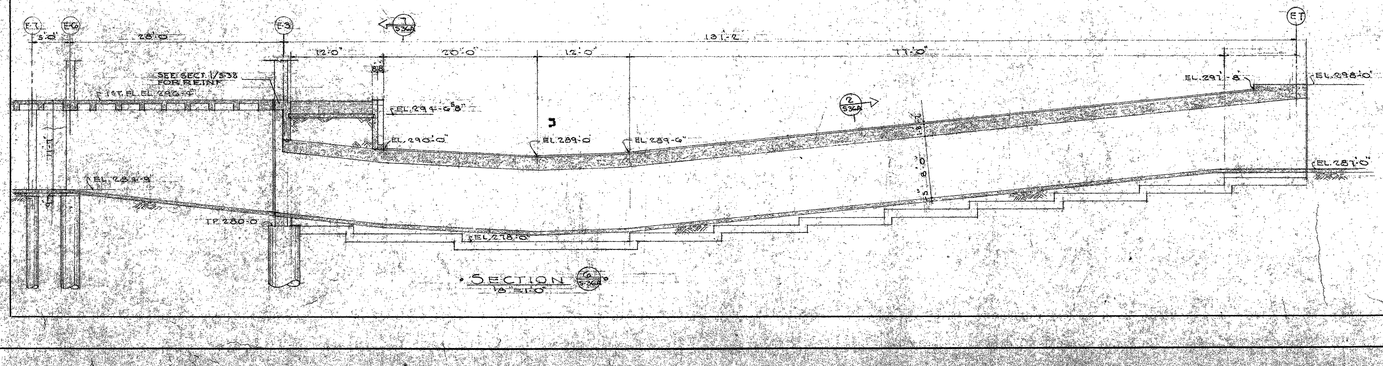


• SECTION 10 •

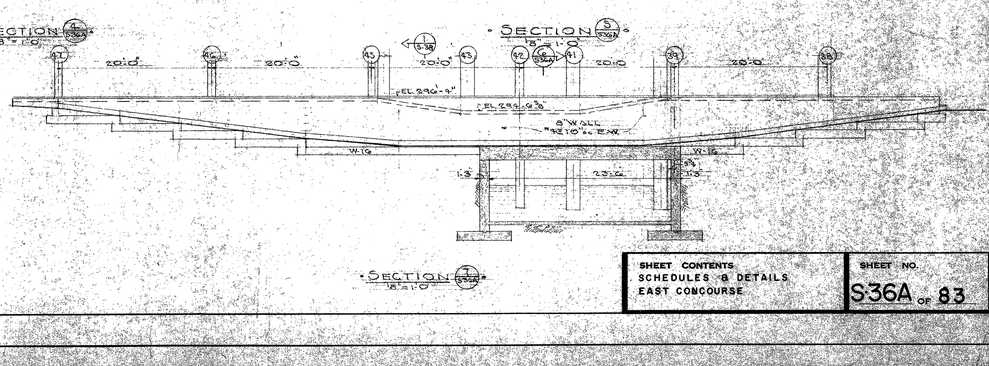




• PART TUNNEL FOUNDATION PLAN •
• BLDG. EH •
1/8" = 1'-0"



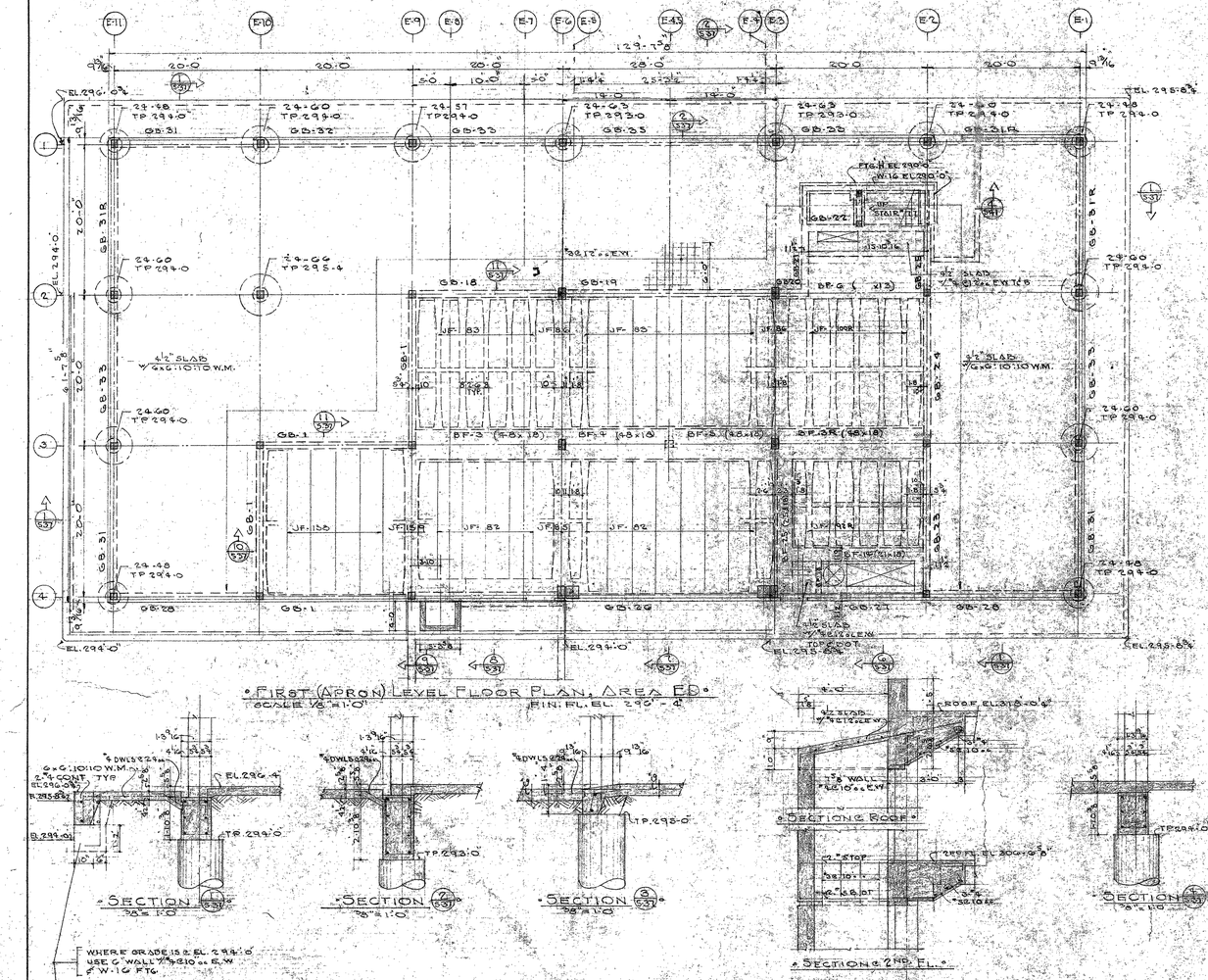
• SECTION 6 •



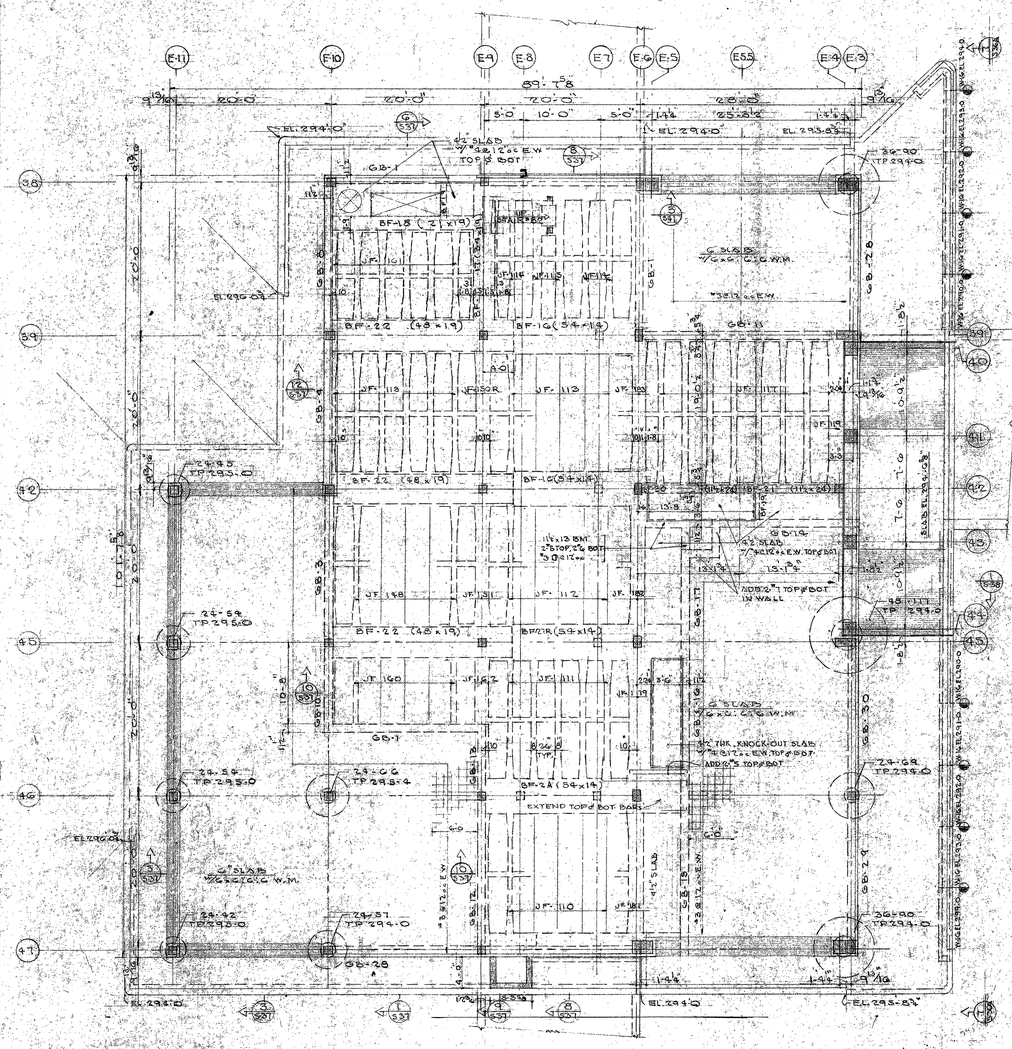
• SECTION 7 •

SHEET CONTENTS	SHEET NO.
SCHEDULES & DETAILS EAST CONCOURSE	S36A OF 83

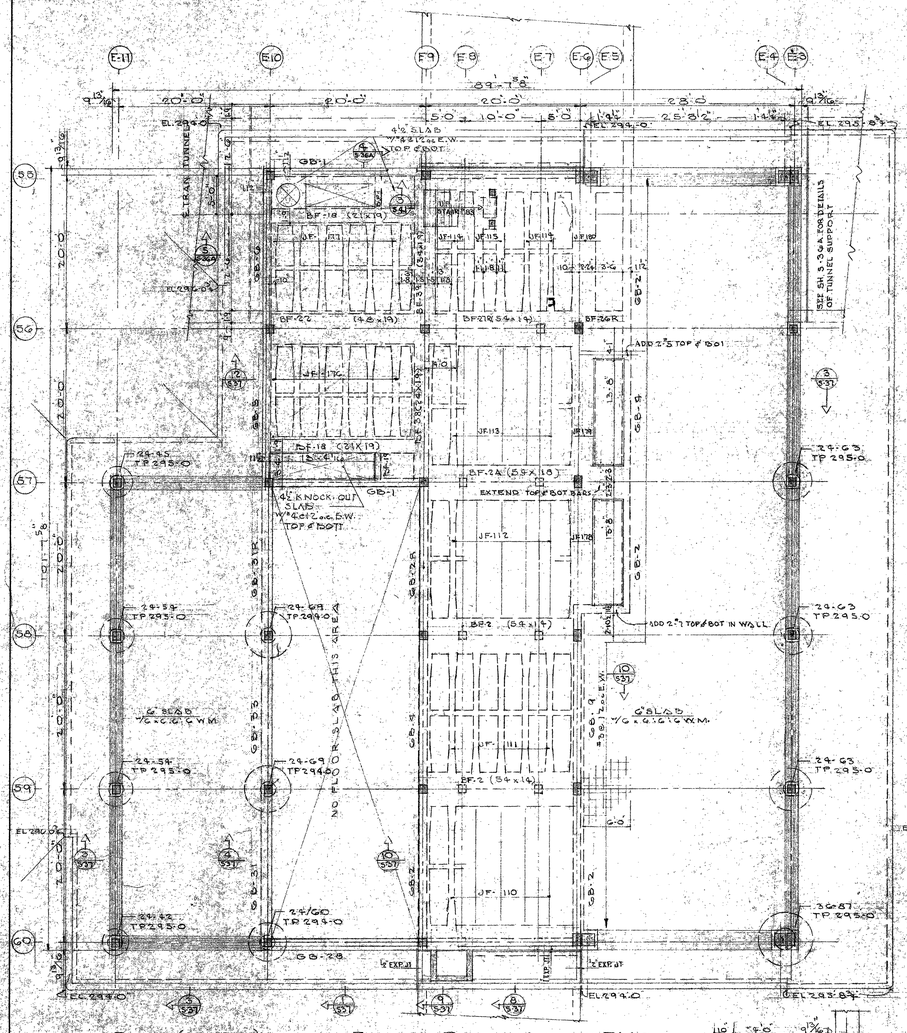
APPROVED APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013


E-11
E-10
E-9
E-8
E-7
E-6
E-5
E-4.3
E-3
E-2
E-1
129'-7 5/8"
20'-0
5'-0
10'-0
25'-3 1/2"
1'-4"
EL 294'-0
EL 295'-8 3/4"
24'-48 TP 294'-0
24'-60 TP 294'-0
24'-57 TP 294'-0
24'-63 TP 293'-0
24'-93 TP 293'-0
24'-60 TP 294'-0
24'-48 TP 294'-0
24'-60 TP 294'-0
24'-66 TP 295'-4
24'-60 TP 294'-0
24'-48 TP 294'-0
GB-31
GB-32
GB-33
GB-33
GB-31R
GB-31R
GB-18
GB-19
GB-1
GB-33
GB-31
GB-1
GB-20
GB-21
GB-21R
GB-31R
GB-1
GB-20
GB-26
GB-27
GB-28
GB-31R
GB-1
GB-26
GB-25
GB-24
GB-23
GB-22

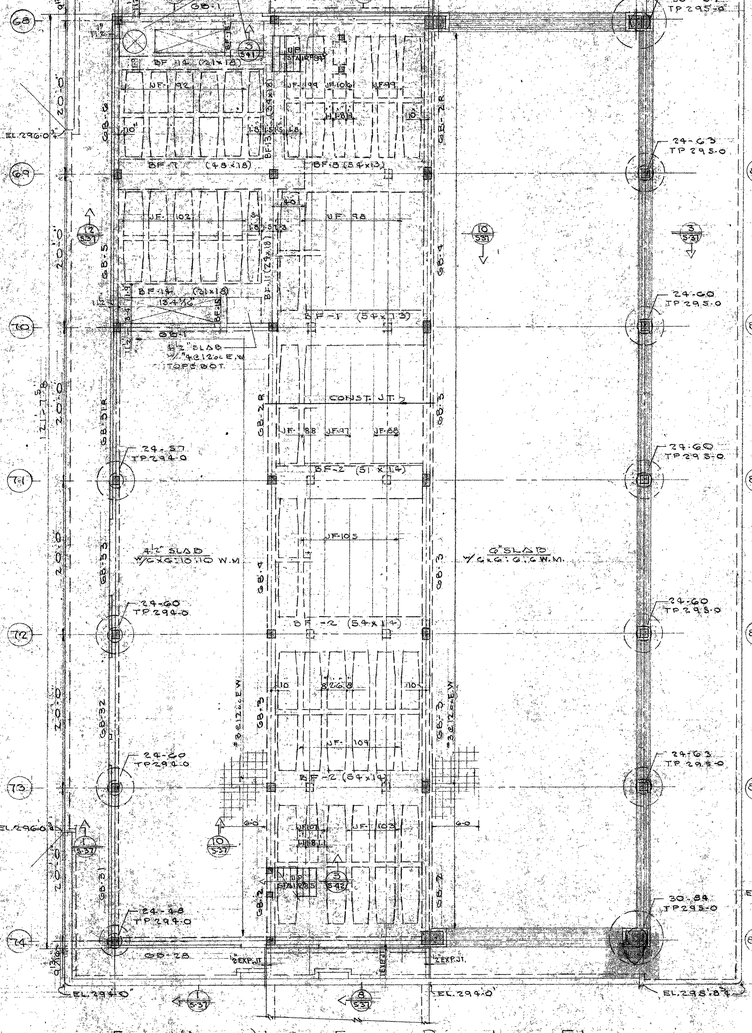
APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC.	MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970
APPROVED	MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS			COMMISSION NO. 68013



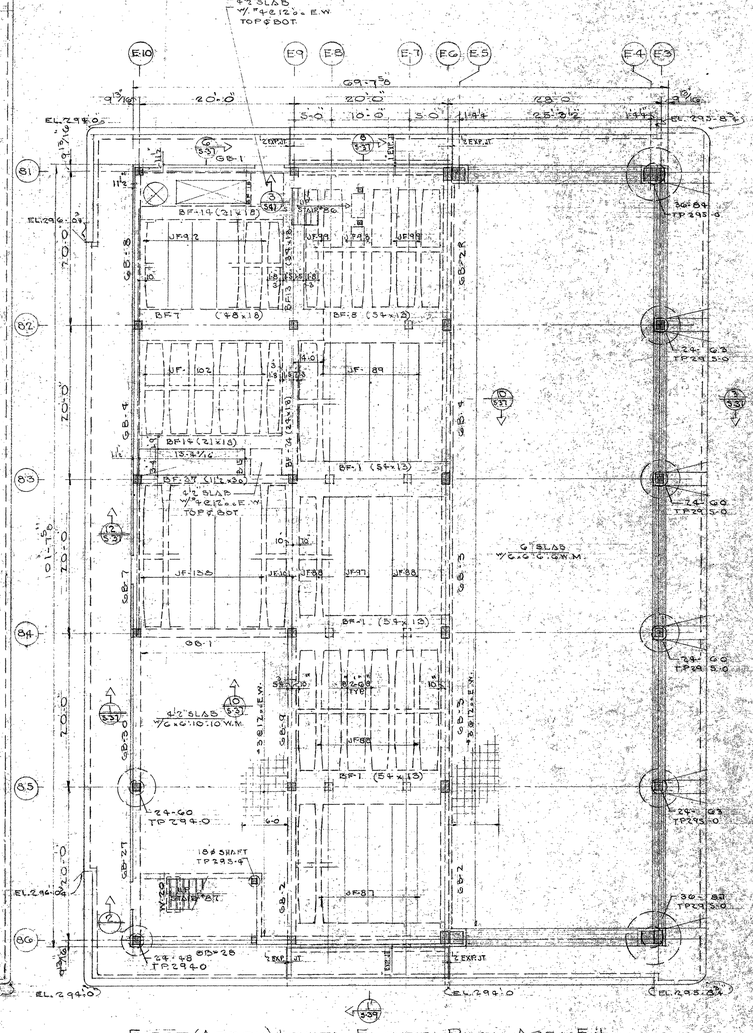
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66018



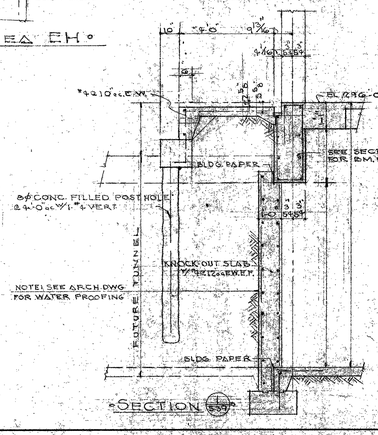
FIRST (APRON) LEVEL FLOOR PLAN, AREA EH
SCALE 1/8"=1'-0"
FIN. FL. ELEV. 296'-9"



FIRST (APRON) LEVEL FLOOR PLAN, AREA EI
SCALE 1/8"=1'-0"
FIN. FL. ELEV. 296'-9"

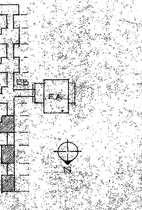


FIRST (APRON) LEVEL FLOOR PLAN, AREA EJ
SCALE 1/8"=1'-0"
FIN. FL. ELEV. 296'-9"



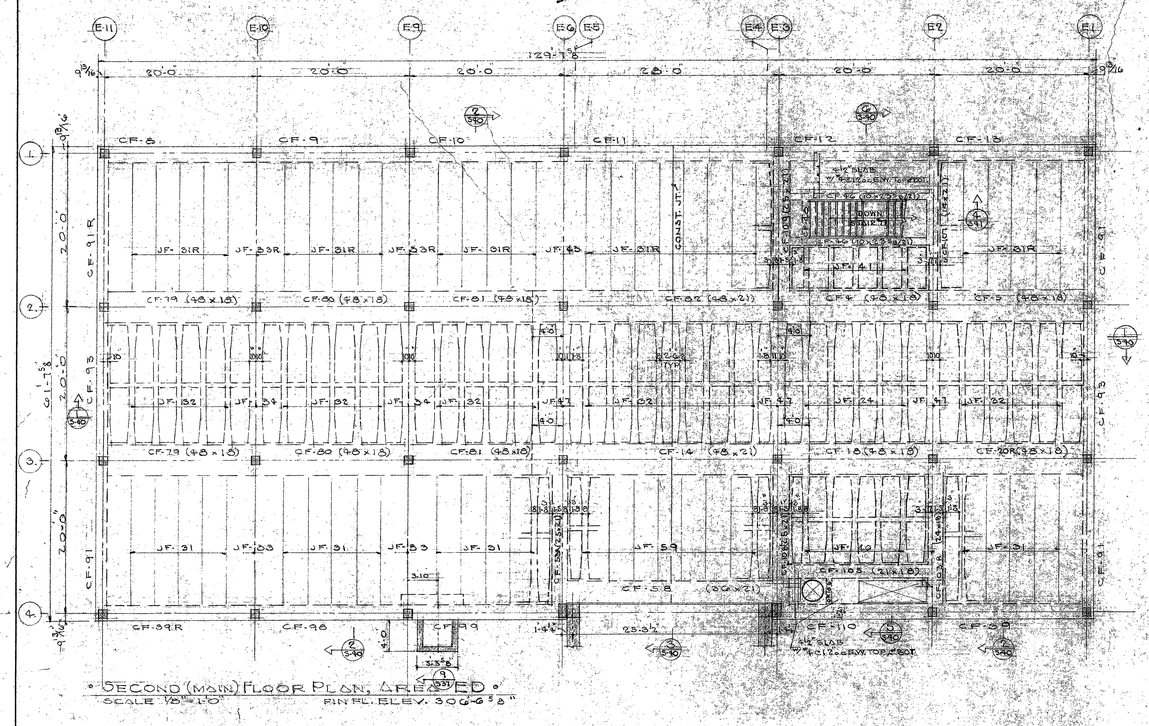
SECTION

NOTES
1. SEE SHT. S-3GA FOR GRADE BEAM
2. SEE SHT. S-G5 FOR COLUMN SCHEDULE
3. SEE SHT. S-G6 FOR JOIST SCHEDULE
4. SEE SHT. S-G7 FOR BEAM SCHEDULE
5. SEE SHT. S-3GA WALL & SLAB ON GRADE DETAILS
6. SEE SHT. S-70 FOR GENERAL NOTES
7. SEE SHT. S-3G FOR BELL BOTTOM DETAIL

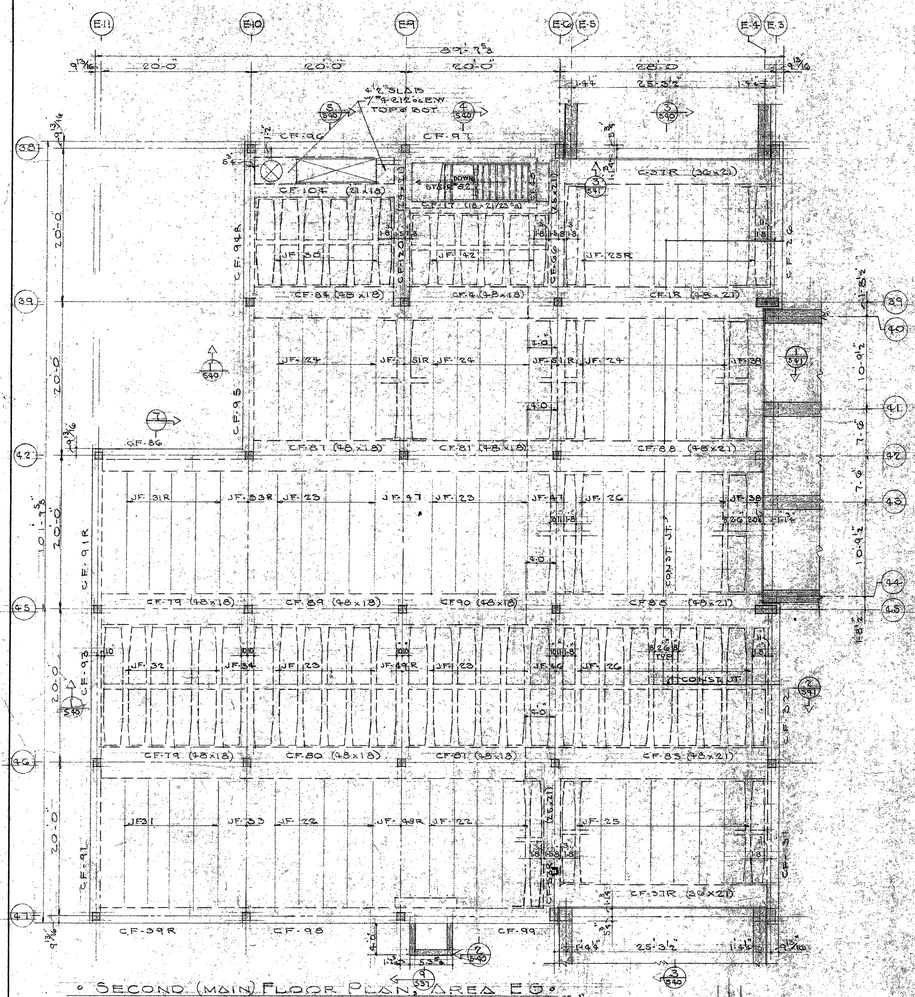


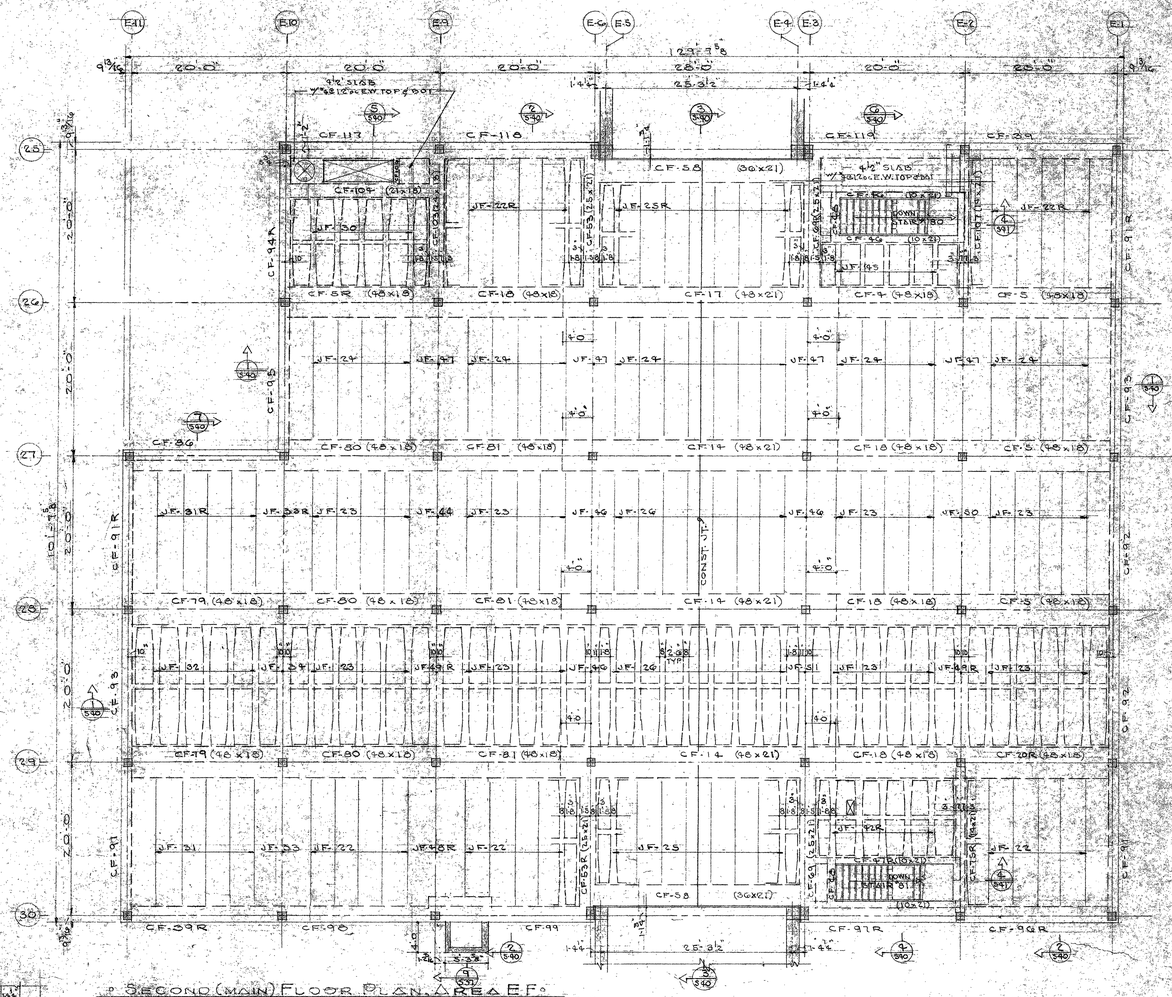
SHEET CONTENTS	SHEET NO.
FIRST (APRON) LEVEL PLAN AREA EH, EI & EJ	S-39 OF 83

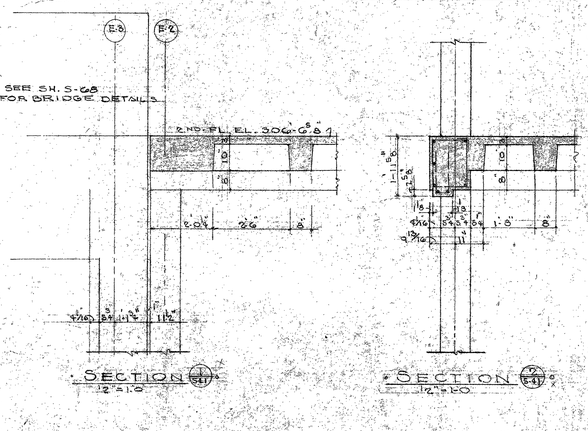
APPROVED APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

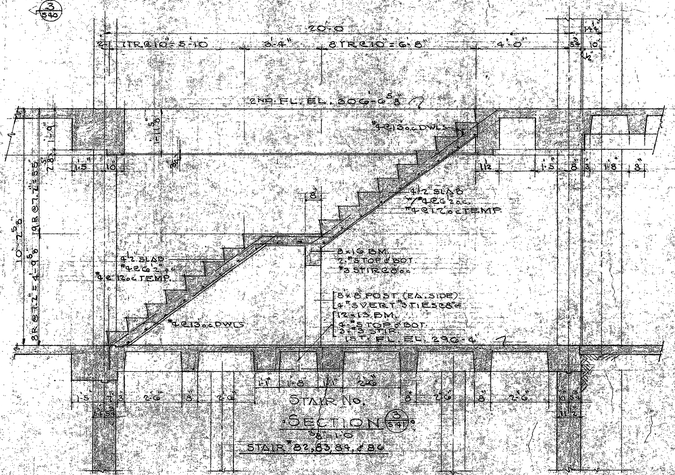

E-11
E-10
E-9
E-6
E-5
E-4
E-3
E-2
E-1
129'-7⅞"
20'-0
20'-0
20'-0
25'-0
20'-0
20'-0
CF-8
CF-9
CF-10
CF-11
CF-12
CF-13
CF-91R
CF-93
CF-92
CF-91
CF-89R
CF-98
CF-99
CF-110
JF-31R
JF-33R
JF-31
JF-65
JF-61R
JF-41
JF-61
JF-32
JF-47
JF-62
JF-63
JF-24
JF-64
CF-79 (48 x 18)
CF-80 (48 x 18)
CF-81 (48 x 18)
CF-82 (48 x 21)
CF-14 (48 x 21)
CF-15 (48 x 18)
CF-16 (48 x 18)
CF-20R (48 x 18)
CF-58 (36 x 21)
CF-103 (2 x 18)
JF-31
JF-63
JF-59
JF-31
JF-61
JF-58
JF-31
JF-61

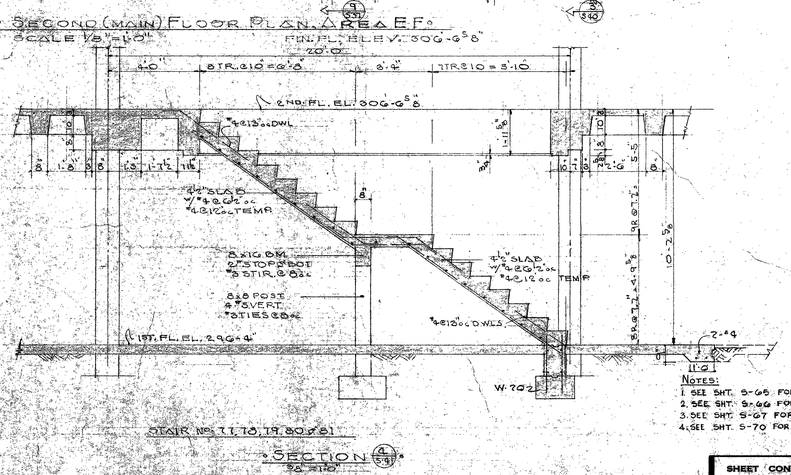
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

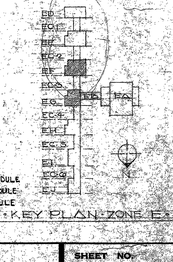








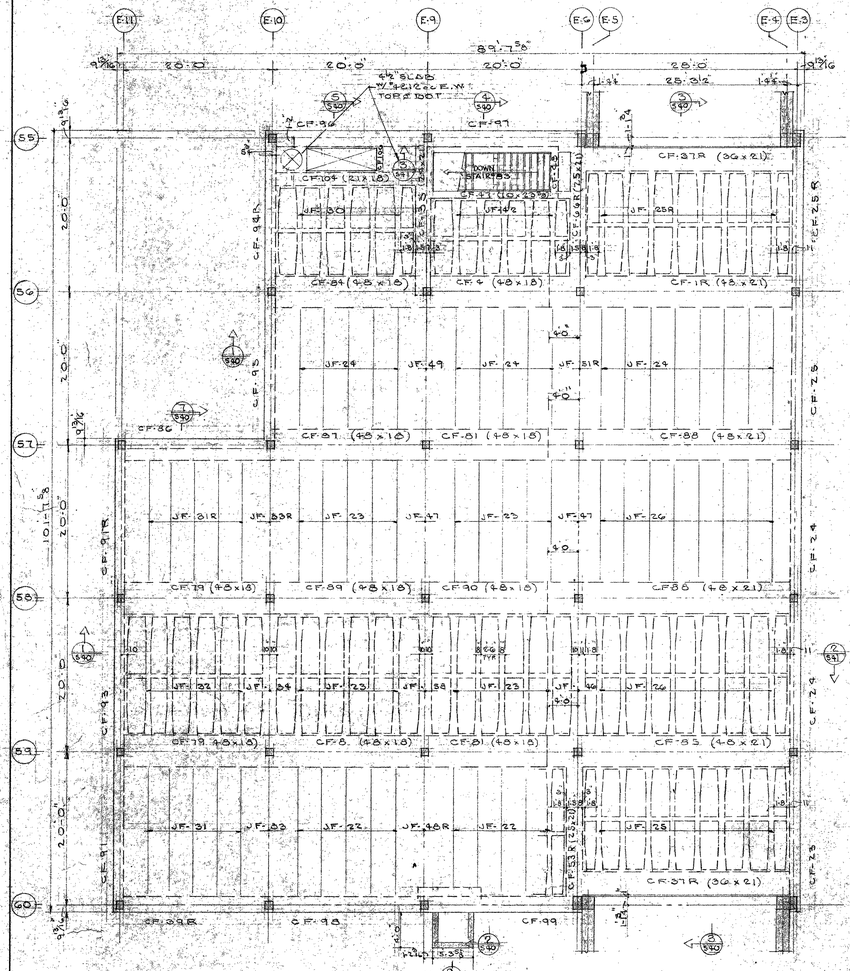


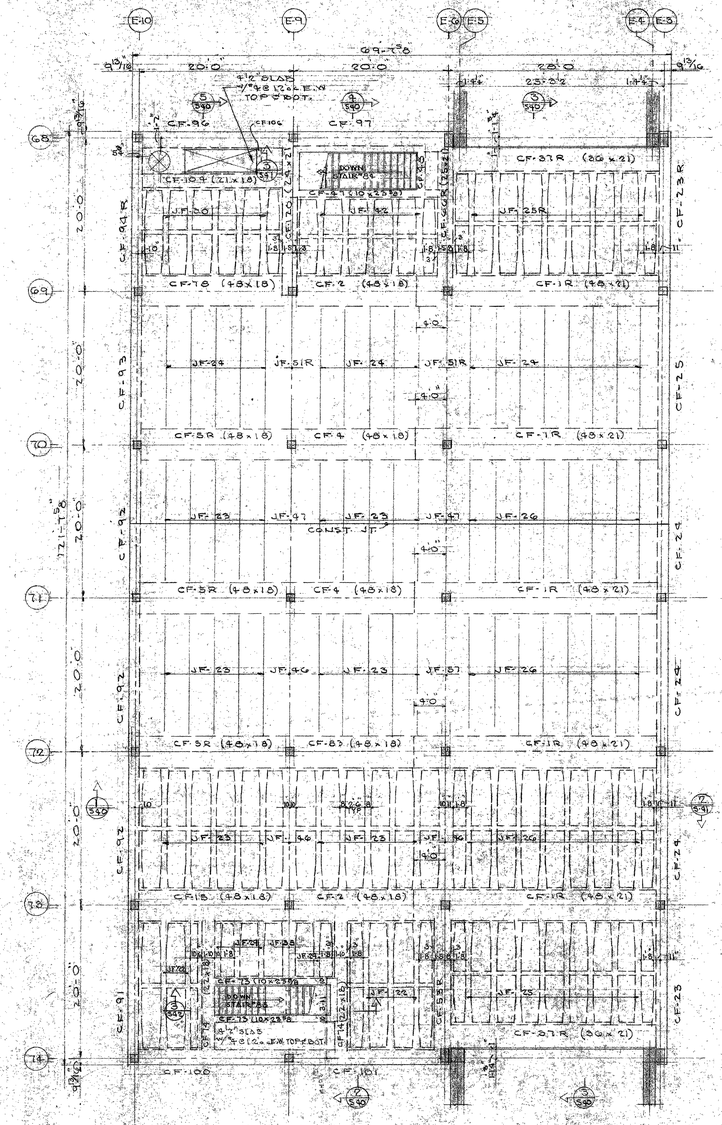


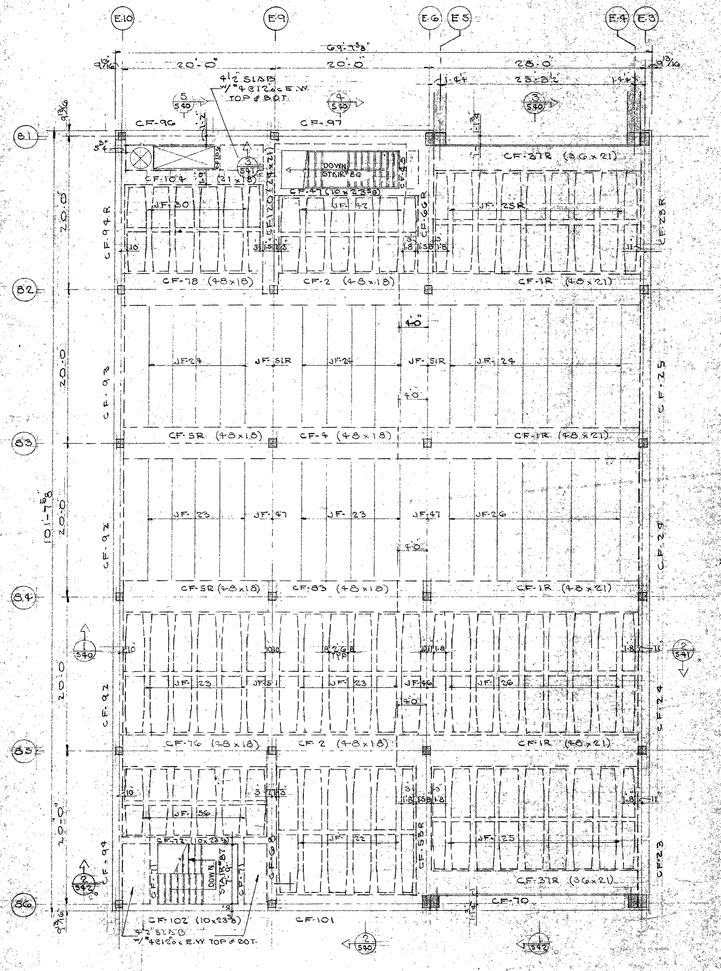
NOTES:
1. SEE SHT. S-65 FOR COLUMN SCHEDULE
2. SEE SHT. S-66 FOR JOIST SCHEDULE
3. SEE SHT. S-67 FOR BEAM SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES - KEY PLAN ZONE E1

SHEET CONTENTS	SHEET NO.
SECOND (MAIN) FLOOR PLAN AREA EG & EF	S-41 OF 83

APPROVED APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 6603

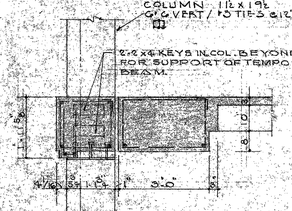


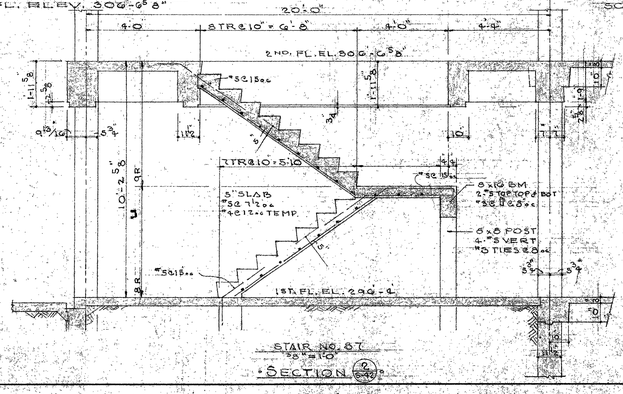




SECOND (MAIN) FLOOR PLAN, AREA EH

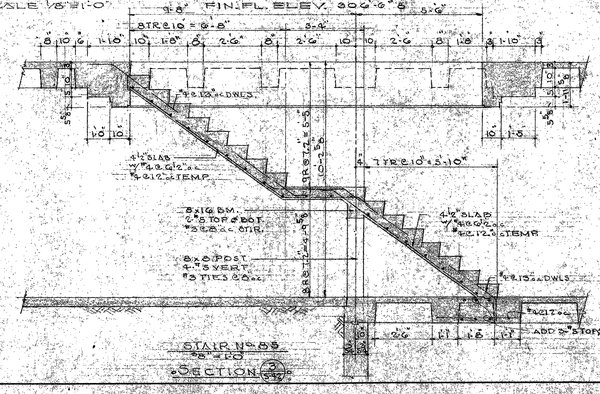
SCALE 1/8"=1'-0" FIN. FL. ELEV. 306'-6 5/8"





SECOND (MAIN) FLOOR PLAN, AREA EI

SCALE 1/8"=1'-0" FIN. FL. ELEV. 306'-6 5/8"



SECOND (MAIN) FLOOR PLAN, AREA EJ

SCALE 1/8"=1'-0" FIN. FL. ELEV. 306'-6 5/8"



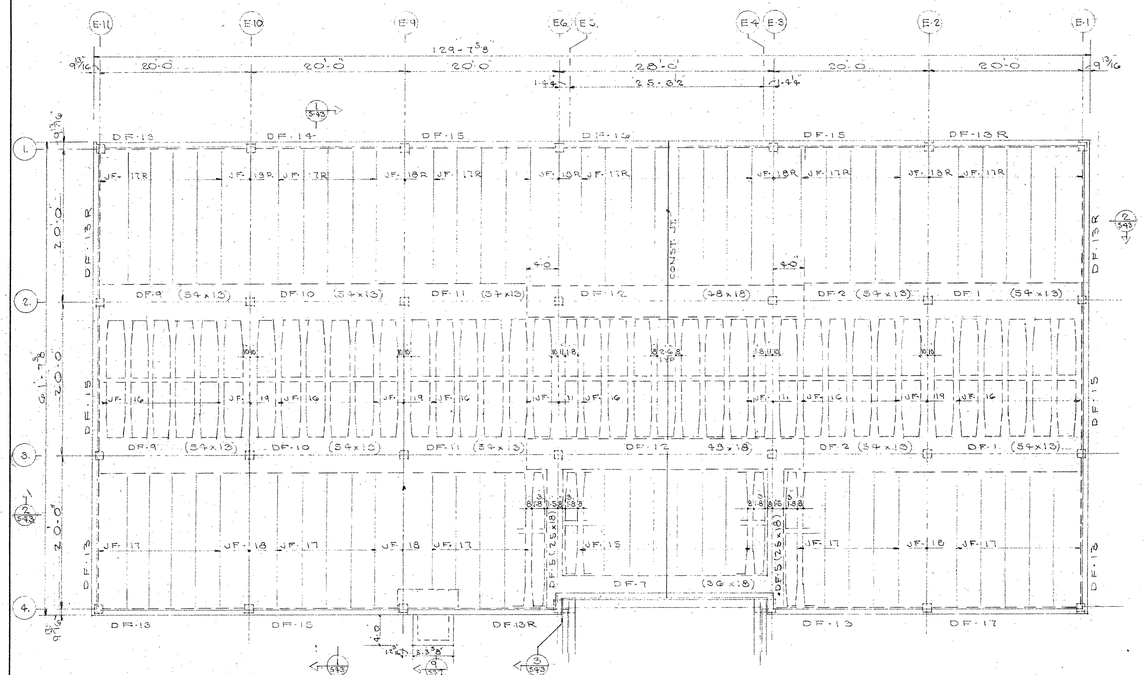
NOTES

1. SEE SHT. S-65 FOR COLUMN SCHEDULE
2. SEE SHT. S-66 FOR JOIST SCHEDULE
3. SEE SHT. S-67 FOR BEAM SCHEDULE
4. SEE SHT S-70 FOR GENERAL NOTES

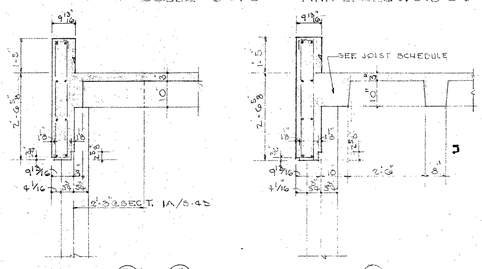
SHEET CONTENTS
SECOND (MAIN) FLOOR PLAN AREA EH, EI & EJ

SHEET NO. S-42 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

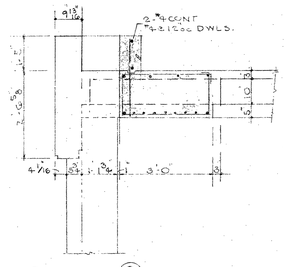


• ROOF PLAN, AREA ED •
SCALE: 1/8"=1'-0 FIN. FL. ELEV. 318.0'4"

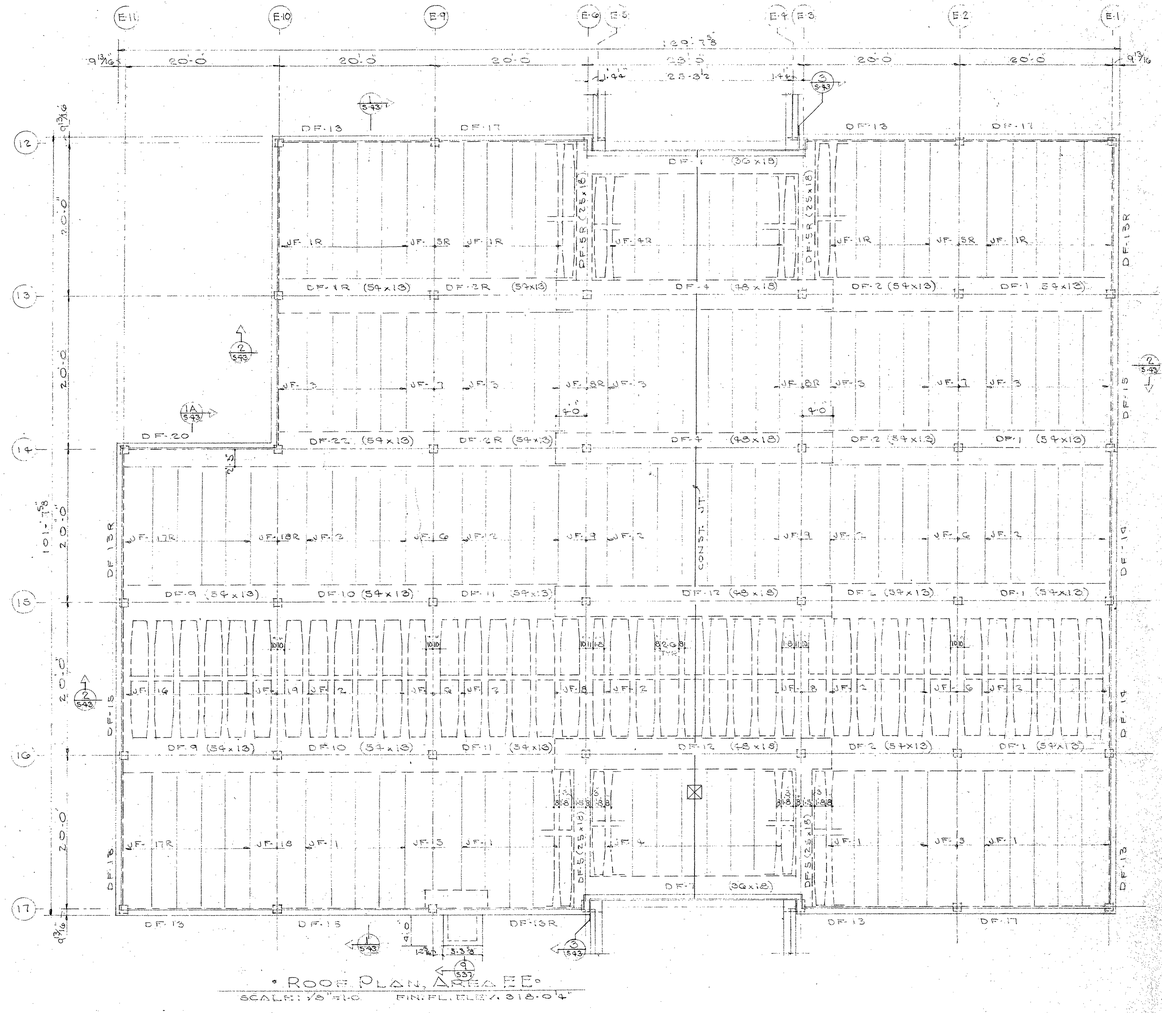


• SECTION 1/S43 • 1A/S43 •
1/2"=1'0

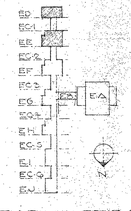
• SECTION 2/S43 •
1/2"=1'0



• SECTION 3/S43 •
1/2"=1'0



• ROOF PLAN, AREA EE •
SCALE: 1/8"=1'-0 FIN. FL. ELEV. 318.0'4"

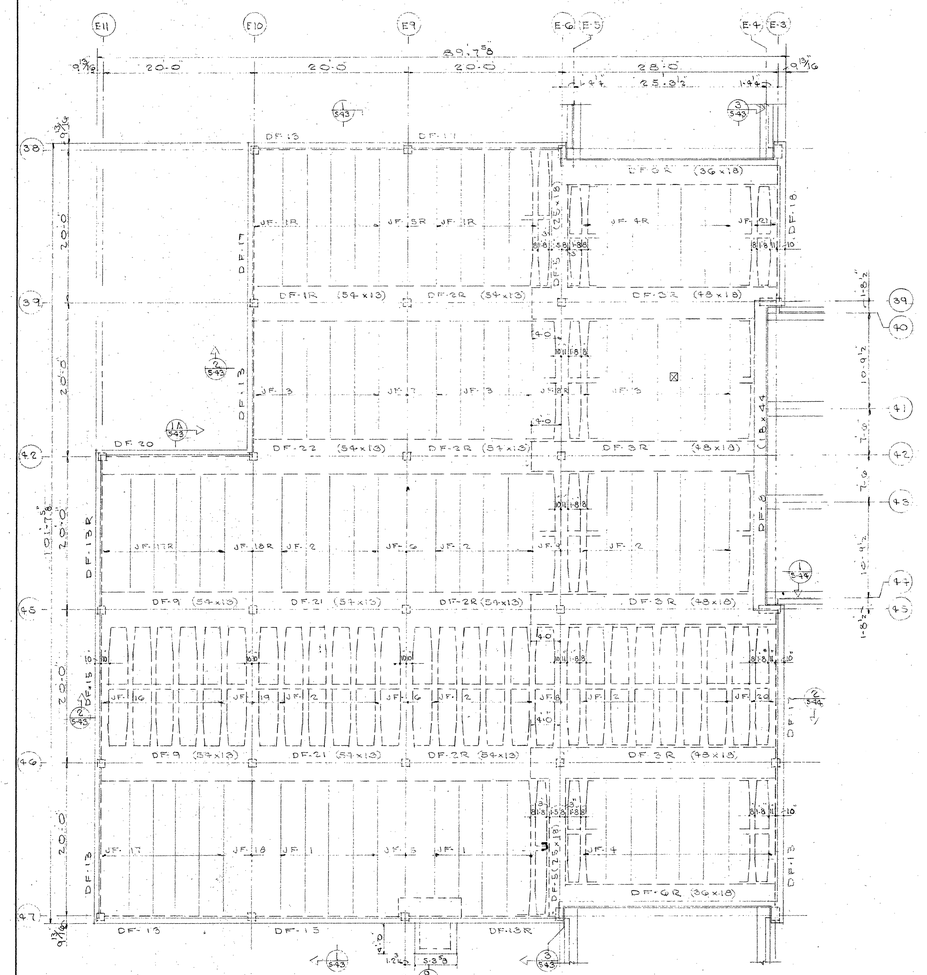


KEY PLAN: ZONE E

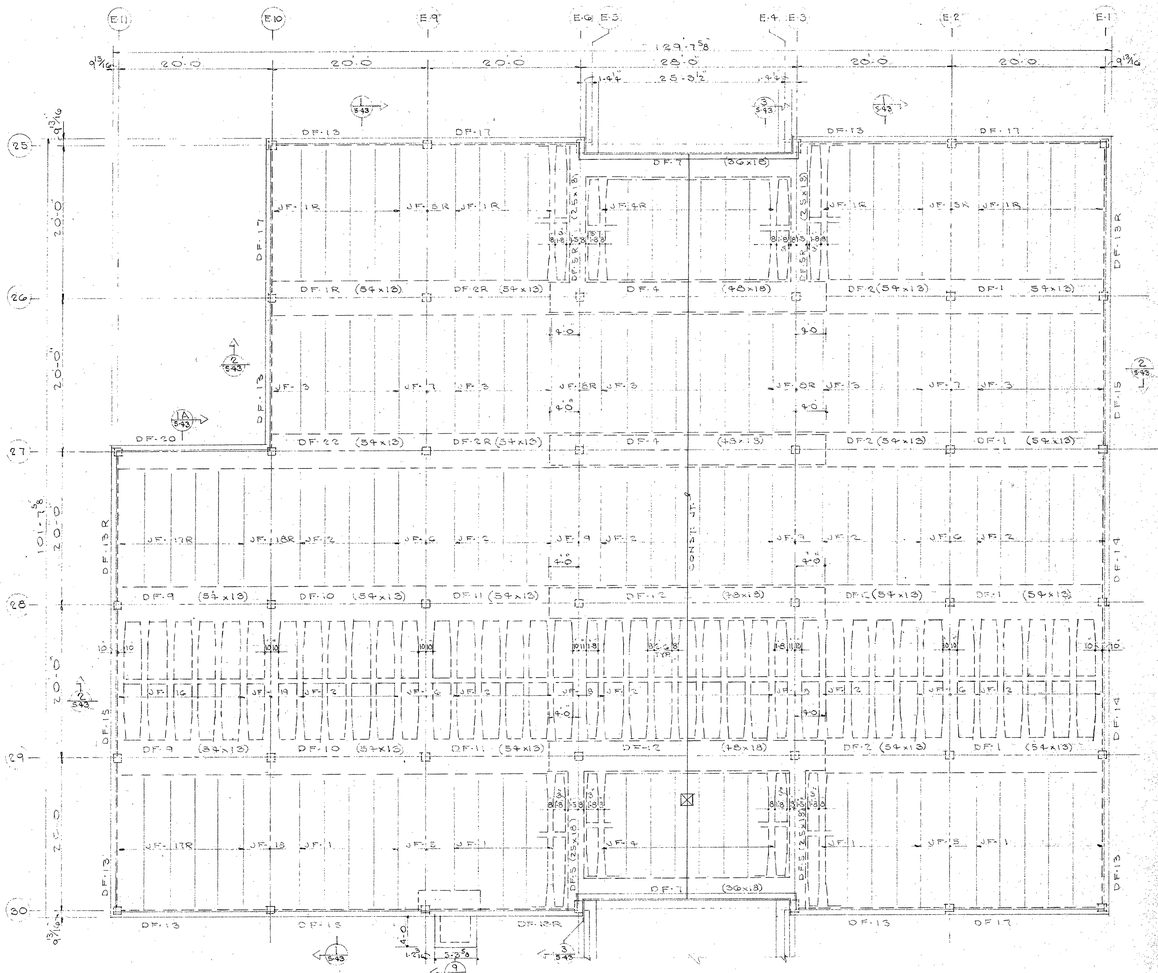
NOTES:
1. SEE SHT. S-65 FOR COLUMN SCHEDULE
2. SEE SHT S-66 FOR JOIST SCHEDULE
3. SEE SHT S-67 FOR BEAM SCHEDULE
4. SEE SHT S-70 FOR GENERAL NOTES.

SHEET CONTENTS ROOF PLAN AREA ED & EE	SHEET NO. S-43 OF 83

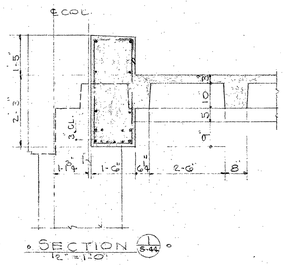
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



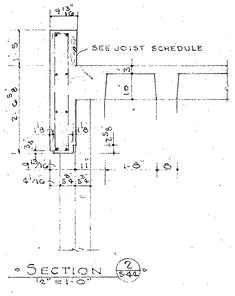
• ROOF PLAN, AREA E5 •
SCALE 1/8"=1'0" FIN. FL. ELEV. 318'-0"



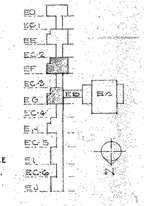
• ROOF PLAN, AREA E5 •
SCALE 1/8"=1'0" FIN. FL. ELEV. 318'-0"



• SECTION 8/S44 •
1/2"=1'0"



• SECTION 7/S44 •
1/2"=1'0"

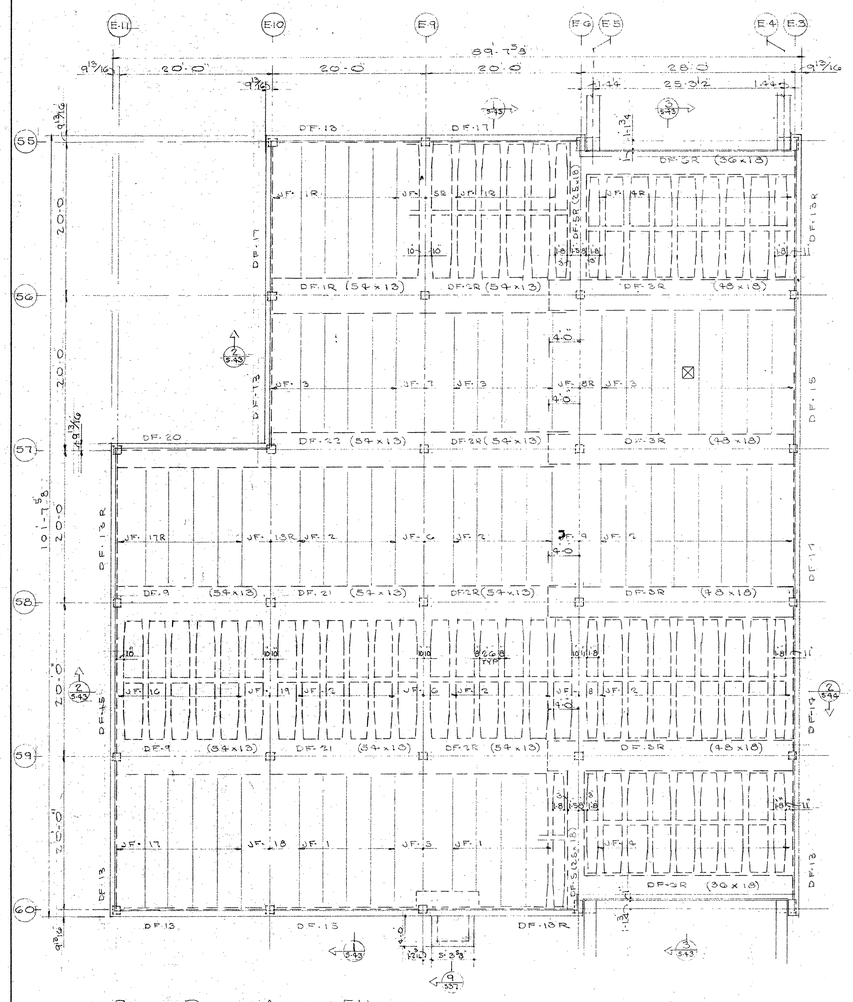


• KEY PLAN ZONE E •

NOTES:
1. SEE SHT. S-05 FOR COLUMN SCHEDULE
2. SEE SHT. S-06 FOR JOIST SCHEDULE.
3. SEE SHT. S-07 FOR BEAM SCHEDULE.
4. SEE SHT S-70 FOR GENERAL NOTES

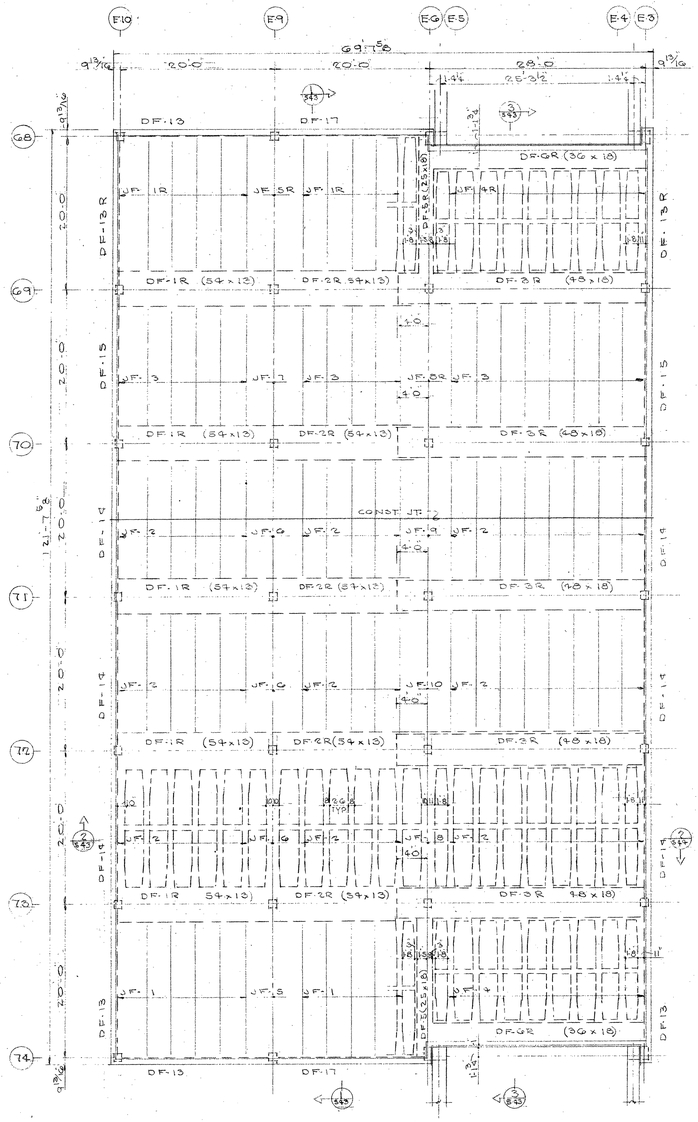
SHEET CONTENTS ROOF PLAN AREA EG & EF	SHEET NO. S-44 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

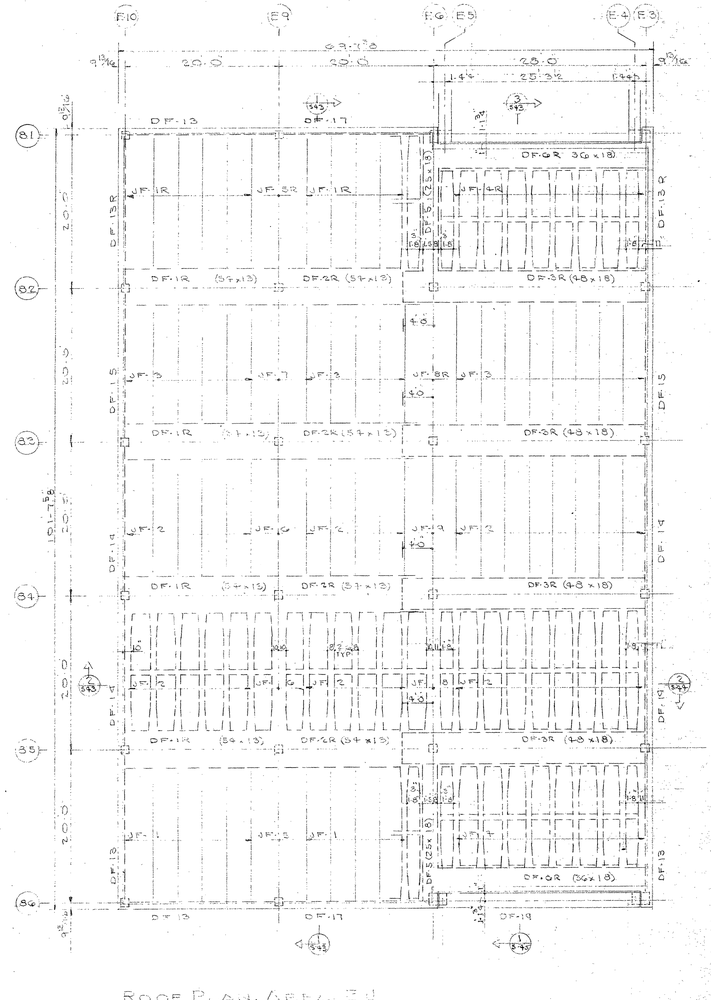


• ROOF PLAN, AREA EH •
SCALE 1/8"=1'0 FIN. FL. ELEV. 318'-0"

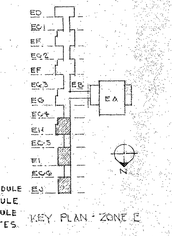
• SECTION 1/S45 •
1/2" = 1'0



• ROOF PLAN, AREA EI •
SCALE 1/8"=1'0 FIN. FL. ELEV. 318'-0"



ROOF PLAN, AREA EJ
SCALE 1/8"=1'0 FIN. FL. ELEV. 318'-0"

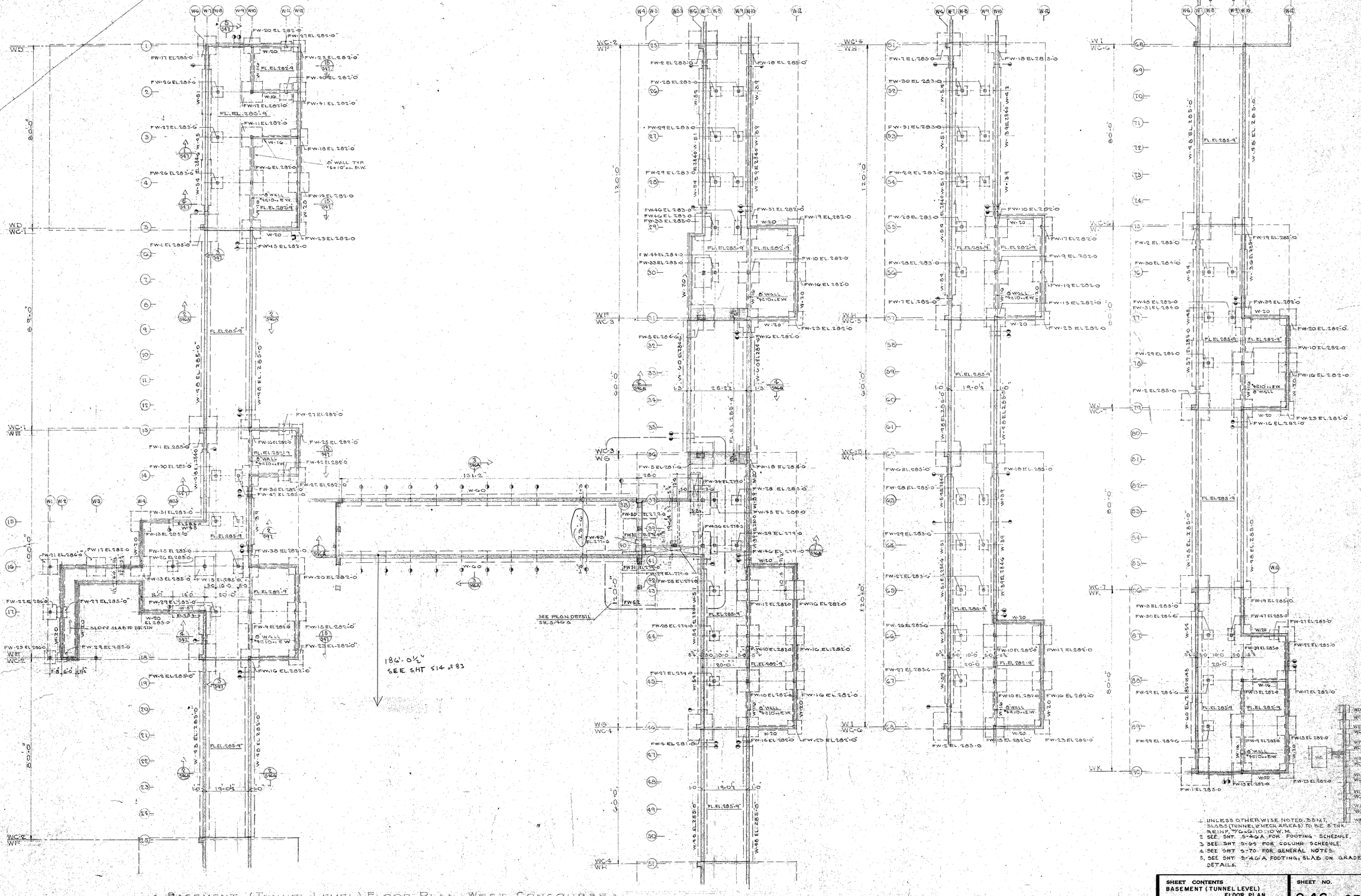


KEY PLAN - ZONE E

Notes:
1. SEE SHT. S-05 FOR COLUMN SCHEDULE
2. SEE SHT S-06 FOR JOIST SCHEDULE
3. SEE SHT S-07 FOR BEAM SCHEDULE
4. SEE SHT S-70 FOR GENERAL NOTES.

SHEET CONTENTS	SHEET NO.
ROOF PLAN AREA EH, EI & EJ	S-45 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



BASEMENT (TUNNEL LEVEL) FLOOR PLAN, WEST CONCOURSE

1/16" = 1'-0"

1. UNLESS OTHERWISE NOTED, B.S.N.T. SLABS (TUNNEL & MECH. AREAS) TO BE 6" THK. REINF. W.W.F. 6x6-10/10 W.M.
2. SEE SHT. S-94A FOR FOOTING SCHEDULE.
3. SEE SHT. S-95 FOR COLUMN SCHEDULE.
4. SEE SHT. S-70 FOR GENERAL NOTES.
5. SEE SHT. S-46A FOOTING, SLAB ON GRADE DETAILS.

SHEET CONTENTS	SHEET NO.
BASEMENT (TUNNEL LEVEL) FLOOR PLAN WEST CONCOURSE	S-46 OF 83

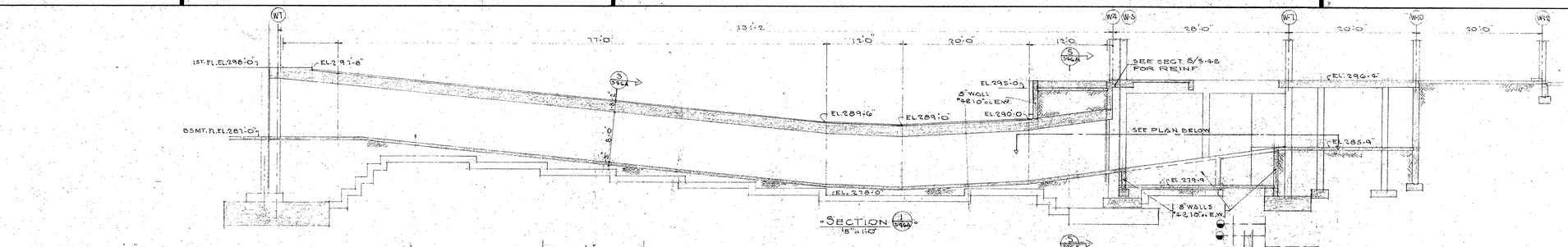
APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES, INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

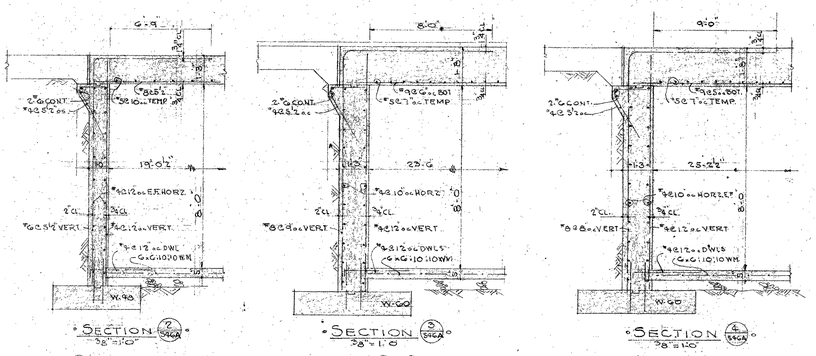
MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013



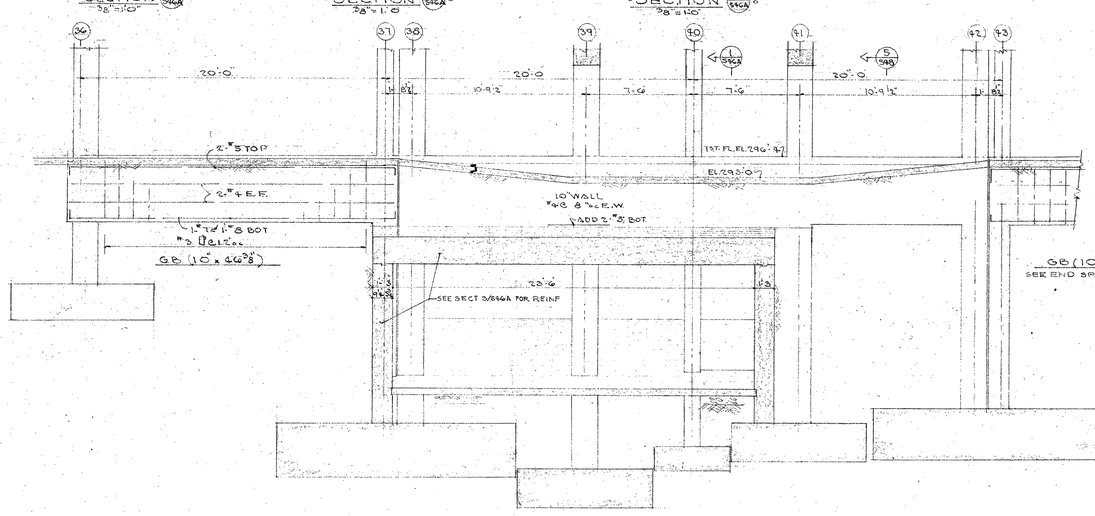
SECTION 1/S46A
1/8" = 1'-0"



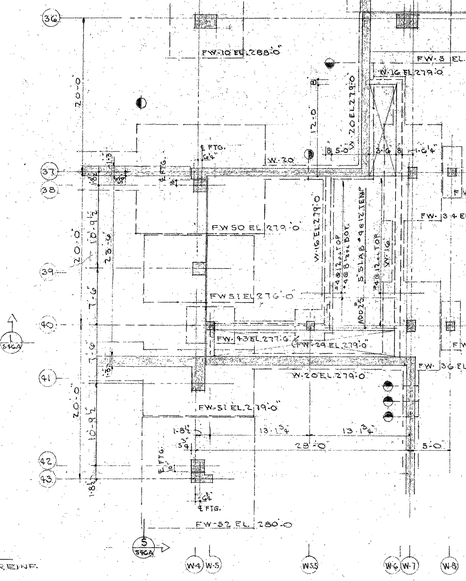
SECTION 2/S46A
3/8" = 1'-0"

SECTION 3/S46A
3/8" = 1'-0"

SECTION 4/S46A
3/8" = 1'-0"



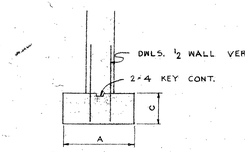
SECTION 5/S46A
1/8" = 1'-0"



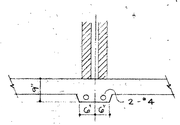
PART BSMT. PLAN - BLDG. W.G.
1/8" = 1'-0"

FOOTING SCHEDULE
WEST CONCOURSE ONLY

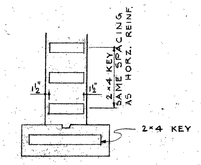
NO.	MARK	SIZE A	SIZE B	SIZE C	REINF. (½ EA WAY) UNLESS NOTED	REMARKS
	FW-1	12'-0"	12'-0"	34"	34-#8 x 11'-6	
	FW-2	11'-9"	11'-9"	33"	32-#8 x 11'-3	
	FW-3	11'-6"	11'-6"	33"	30-#8 x 11'-0	
	FW-4	11'-3"	11'-3"	32"	30-#8 x 10'-9"	
	FW-5	11'-0"	11'-0"	31"	28-#8 x 10'-6	
	FW-6	10'-9"	10'-9"	31"	28-#8 x 10'-3	
	FW-7	10'-6"	10'-6"	30"	26-#8 x 10'-0"	
	FW-8	10'-3"	10'-3"	29"	26-#8 x 9'-9"	
	FW-9	10'-0"	10'-0"	29"	24-#8 x 9'-6	
	FW-10	9'-6"	9'-6"	27"	30-#7 x 9'-0"	
	FW-11	9'-3"	9'-3"	26"	28-#7 x 8'-9"	
	FW-12	9'-0"	9'-0"	26"	24-#7 x 8'-6"	
	FW-13	8'-9"	8'-9"	25"	24-#7 x 8'-3"	
	FW-14	8'-6"	8'-6"	24"	22-#7 x 8'-0"	
	FW-15	8'-3"	8'-3"	24"	20-#7 x 7'-9"	
	FW-16	8'-0"	8'-0"	23"	20-#7 x 7'-6"	
	FW-17	7'-9"	7'-9"	22"	26-#6 x 7'-3"	
	FW-18	7'-6"	7'-6"	21"	26-#6 x 7'-0"	
	FW-19	7'-3"	7'-3"	21"	24-#6 x 6'-9"	
	FW-20	7'-0"	7'-0"	20"	22-#6 x 6'-6"	
	FW-21	6'-9"	6'-9"	19"	22-#6 x 6'-3"	
	FW-22	6'-6"	6'-6"	19"	20-#6 x 6'-0"	
	FW-23	6'-0"	6'-0"	17"	22-#5 x 5'-6"	
	FW-24	5'-6"	5'-6"	16"	20-#5 x 5'-0"	
	FW-25	5'-0"	5'-0"	14"	18-#5 x 4'-6"	
	FW-26	4'-9"	4'-9"	13"	24-#4 x 4'-3	
	FW-27	4'-6"	4'-6"	13"	20-#4 x 4'-0"	
	FW-28	4'-3"	4'-3"	12"	20-#4 x 3'-9"	
	FW-29	4'-0"	4'-0"	12"	14-#4 x 3'-6"	
	FW-30	3'-9"	3'-9"	12"	12-#4 x 3'-3"	
	FW-31	3'-6"	3'-6"	12"	10-#4 x 3'-0"	
	FW-32	2'-0"	2'-0"	12"	6-#4 x 1'-6	
	FW-33	7'-4"	13'-0"	29"	17-#6 @ 6'-10 / 12-#9 x 12'-6	
	FW-34	7'-4"	12'-6"	28"	18-#6 @ 6'-10 / 12-#9 x 12'-0	
	FW-35	7'-4"	12'-3"	28"	17-#6 @ 6'-10 / 11-#9 x 11'-9	
	FW-36	7'-4"	11'-6"	27"	16-#6 @ 6'-10 / 13-#8 x 11'-0	
	FW-37	7'-4"	10'-6"	26"	15-#6 @ 6'-10 / 11-#8 x 10'-0	
	FW-38	7'-4"	9'-3"	24"	14-#6 @ 6'-10 / 12-#7 x 8'-9	
	FW-39	7'-4"	8'-9"	25"	13-#6 @ 6'-10 / 11-#7 x 8'-3	
	FW 40	5'-7"	7'-3"	19"	11-#5 x 5'-1" / 10-#6 @ 6'-9"	
	FW 41	5'-7"	8'-3"	20"	12-#5 x 5'-1" / 9-#7 x 7'-9"	
	FW 42	4'-8"	5'-3"	14"	11-#4 x 4'-2" / 5-#5 x 4'-9"	
	FW 43	4'-11"	6'-0"	15"	12-#4 x 4'-5" / 11-#5 x 5'-6	
	FW 44	2'-6"	8'-6"	20"	9-#4 x 2'-0" / 6-#6 x 8'-0"	
	FW 45	2'-6"	6'-9"	16"	7-#4 x 2'-0" / 7-#5 x 6'-3"	
	FW 46	2'-6"	6'-3"	15"	7-#4 x 2'-0" / 6-#5 x 5'-9"	
	FW 47	2'-6"	5'-3"	14"	6-#4 x 2'-0" / 5-#5 x 4'-9"	
	FW 48	2'-6"	5'-0"	13"	6-#4 x 2'-0" / 5-#5 x 4'-6"	
	FW 49	2'-3"	2'-3"	12"	6-#4 x 1'-9	
	FW 50	14'-6"	16'-6"	42"	26-#8 x 14'-0" / 24-#9 x 16'-0"	
	FW 51	8'-9"	14'-3"	30"	13-#7 x 8'-3" / 16-#9 x 13'-9	
	FW 52	14'-6"	14'-6"	40"	38-#9 x 14'-0"	
	FW 53	2'-9"	2'-9"	12"	8-#4 x 2'-3"	
	W 60	5'-0"	CONT.	12"	#5 @ 6½ o.c. x 4'-6, 5-#4 CONT.	
	W 57	4'-9"	CONT.	12"	#5 @ 7½ o.c. x 4'-3, 5-#4 CONT.	
	W 54	4'-6"	CONT.	12"	#5 @ 6½ o.c. x 4'-0, 5-#4 CONT.	
	W 51	4'-3"	CONT.	12"	#5 @ 9½ o.c. x 3'-9, 4-#4 CONT.	
	W 48	4'-0"	CONT.	12"	#4 @ 7½ o.c. x 3'-6, 4-#4 CONT.	
	W 45	3'-9"	CONT.	12"	#4 @ 9" o.c. x 3'-3, 4-#4 CONT.	
	W 42	3'-6"	CONT.	12"	#4 @ 10½ o.c. x 3'-0, 4-#4 CONT.	
	W 39	3'-3"	CONT.	12"	#4 @ 12 o.c. x 3'-9, 3-#4 CONT.	
	W 36	3'-0"	CONT.	12"	#4 @ 12" o.c. x 2'-6, 3-#4 CONT.	
	W 20	1'-8"	CONT.	12"	NONE	
	W 16	1'-4"	CONT.	12"	NONE	



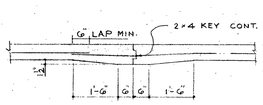
TYPICAL WALL FOOTING



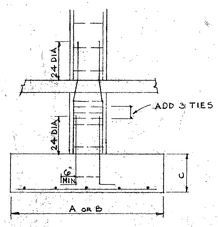
TYPICAL SLAB CONDTION @ 1ST FL. UNDER ALL INTERIOR 7⅝ & 10 MASONARY WALLS



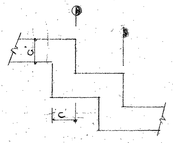
TYPICAL WALL CONST. JOINT
MAXIMUM LENGTH OF ANY POUR ON CONCRETE WALL TO BE 50'-0"



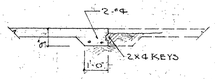
SLAB ON GRADE CONST. JOINT
FOR WEST CONCOURSE MAX. LENGTH OF SLAB ON GRADE POUR TO BE 25'-0" (MAX. AREA 550 SQ.FT.) SLAB TO BE POURED IN CHECKERBOARD FASHION.



TYPICAL COLUMN FOOTING



TYP STEP FTG.



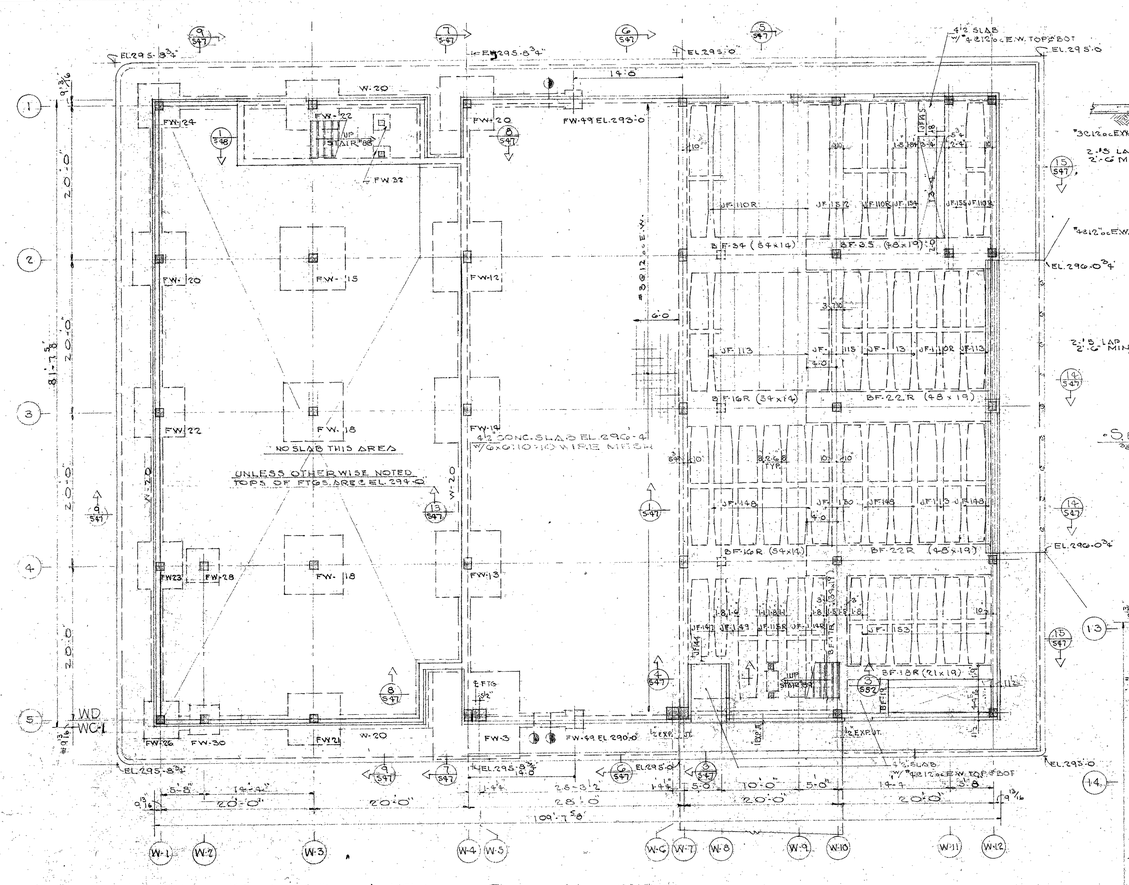
DETAIL SLAB ON GRADE @ EDGE OF UNFINISHED AREAS

NOTES:
1. FOOTING DESIGNED FOR 4000 PSF. SOIL PRESSURE MAXIMUM.
2. FOOTING ELEVATIONS SHOWN ARE TO TOP OF FOOTINGS AND ARE FOR ESTIMATING PURPOSES ONLY. ALL FOOTINGS ARE TO BEAR ON UNDISTURBED SOIL AND MUST EXTEND A MINIMUM OF 1'-1" BELOW FINAL GRADE.
3. SEE SHT. S-65 FOR COLUMN SCHEDULE.
4. SEE SHT. S-70 FOR GENERAL NOTES.
5. WALL DWS. SHALL BE ½ WALL VERT.

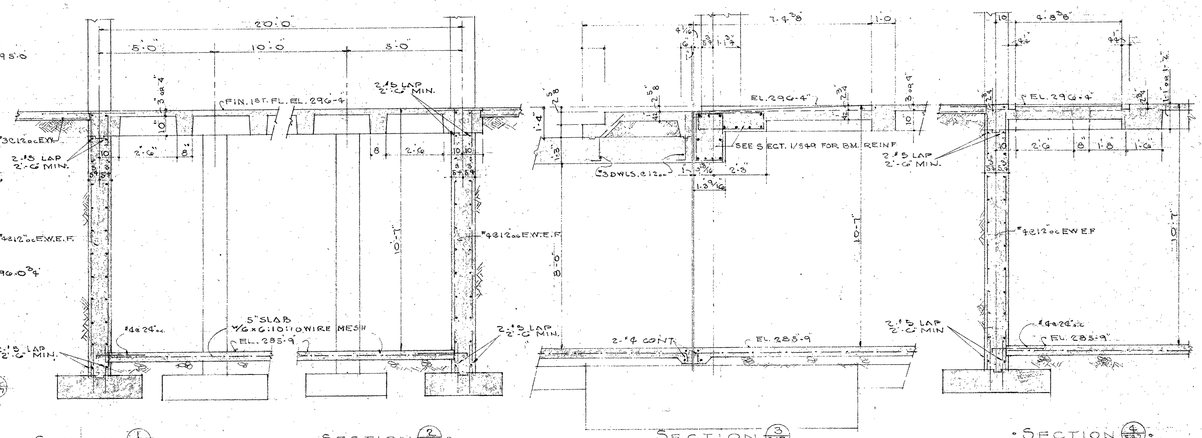
SHEET CONTENTS
SCHEDULE & DETAILS
WEST CONCOURSE

SHEET NO.
S-46A OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



• FIRST (APRON LEVEL) FLOOR PLAN, AREA WD •
SCALE 1/8" = 1'-0"

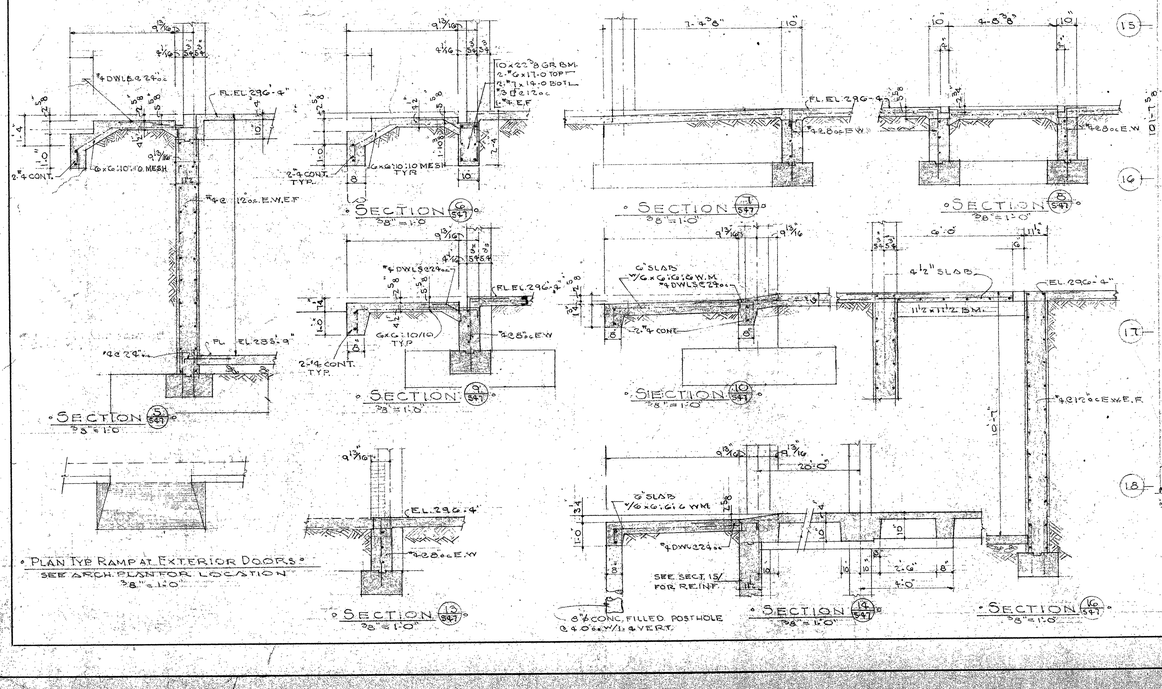


• SECTION 1/S47 • 3/8"=1'-0"
• SECTION 2/S47 • 3/8"=1'-0"
SECTION 3/S47
• SECTION 4/S47 • 3/8"=1'-0"

• FIRST (APRON LEVEL) FLOOR PLAN, AREA WE •
SCALE 1/8" = 1'-0"

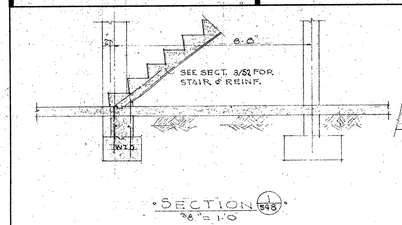
• SECTION 15/S47 • 3/8"=1'-0"

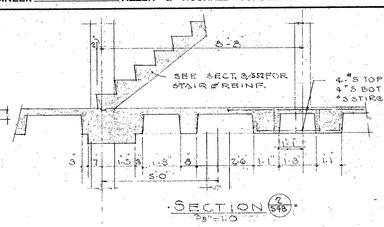
NOTES.
1. SEE SHT. S-46A FOR FOOTING SCHEDULE
2. SEE SHT. S-65 FOR COLUMN SCHEDULE.
3. SEE SHT. S-66 FOR JOIST SCHEDULE
4. SEE SHT S-67 FOR BEAM SCHEDULE.
5. SEE SHT. S-46A FOR WALL & SLAB ON GRADE DETAIL
6. SEE SHT S-70 FOR GENERAL NOTES.

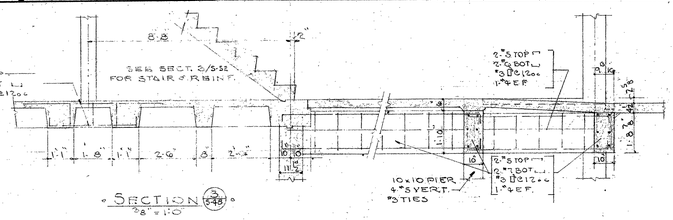


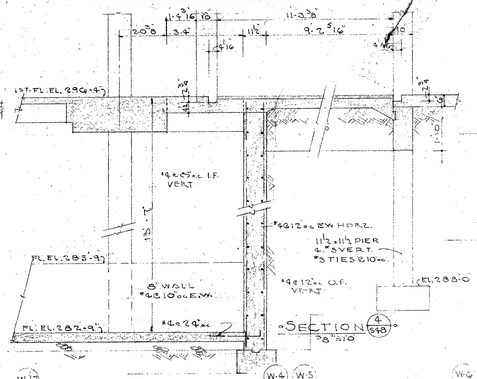
SHEET CONTENTS FIRST (APRON) LEVEL FLOOR PLAN AREA WD & WE	SHEET NO. S-47 OF 83

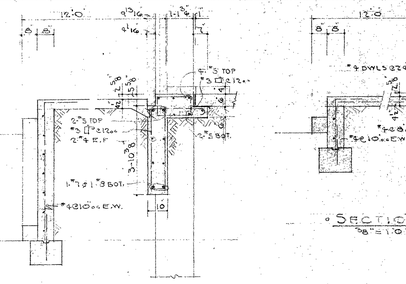
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & ROSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

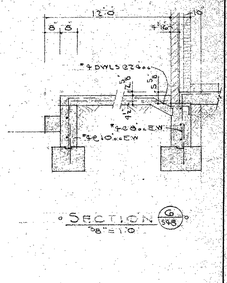


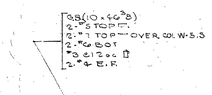


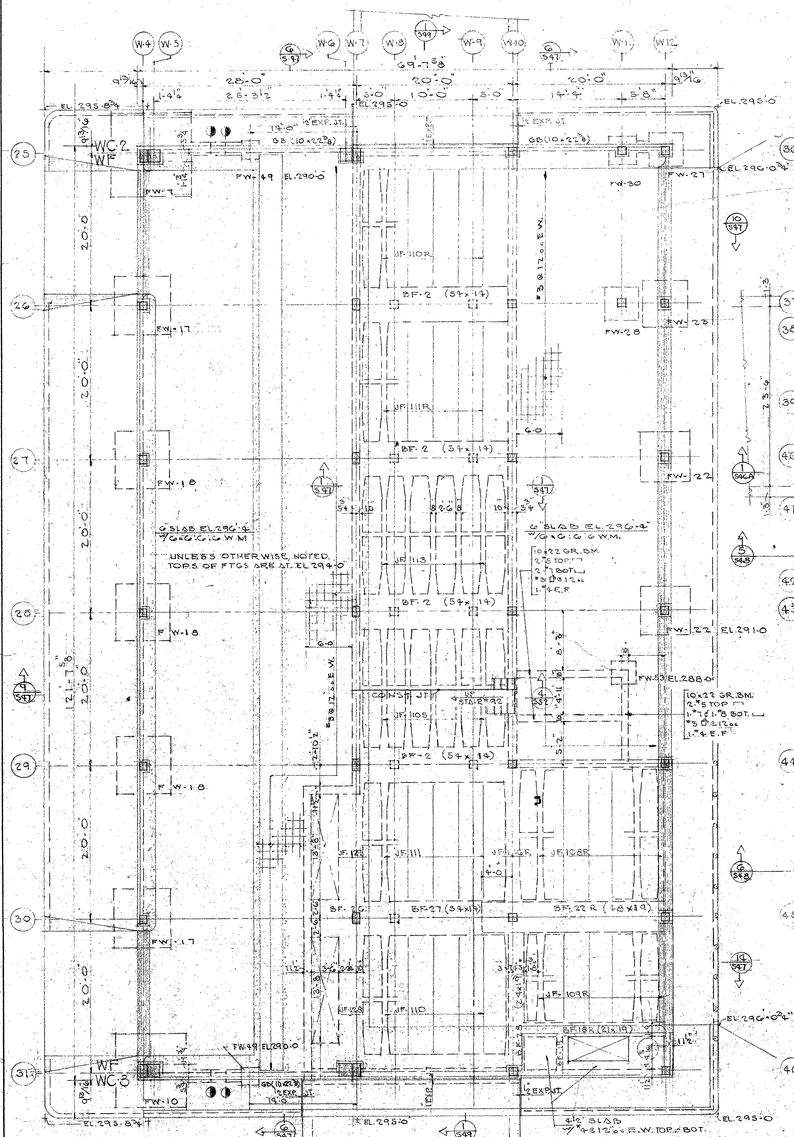




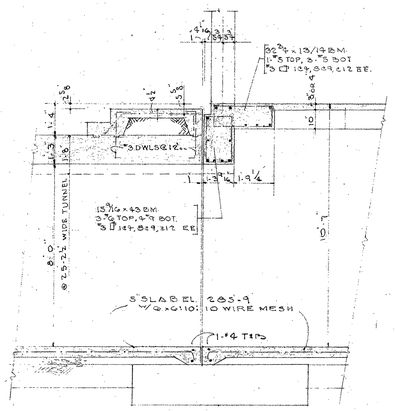






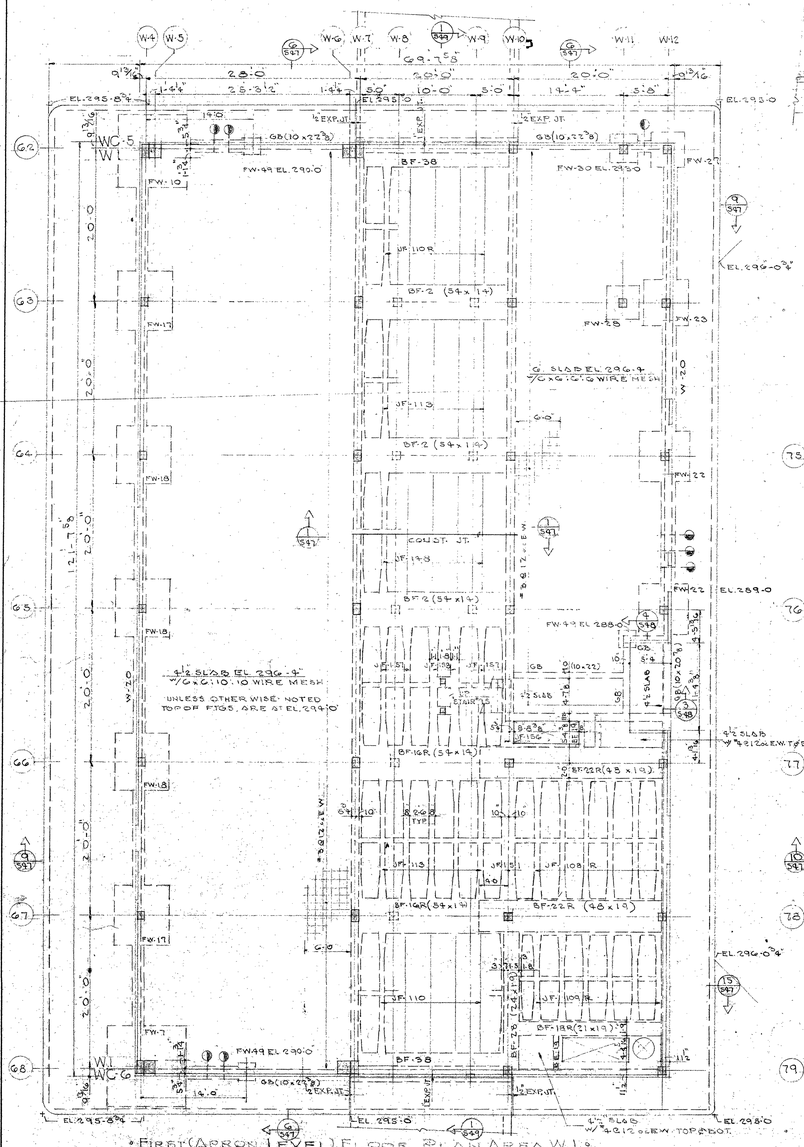


APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

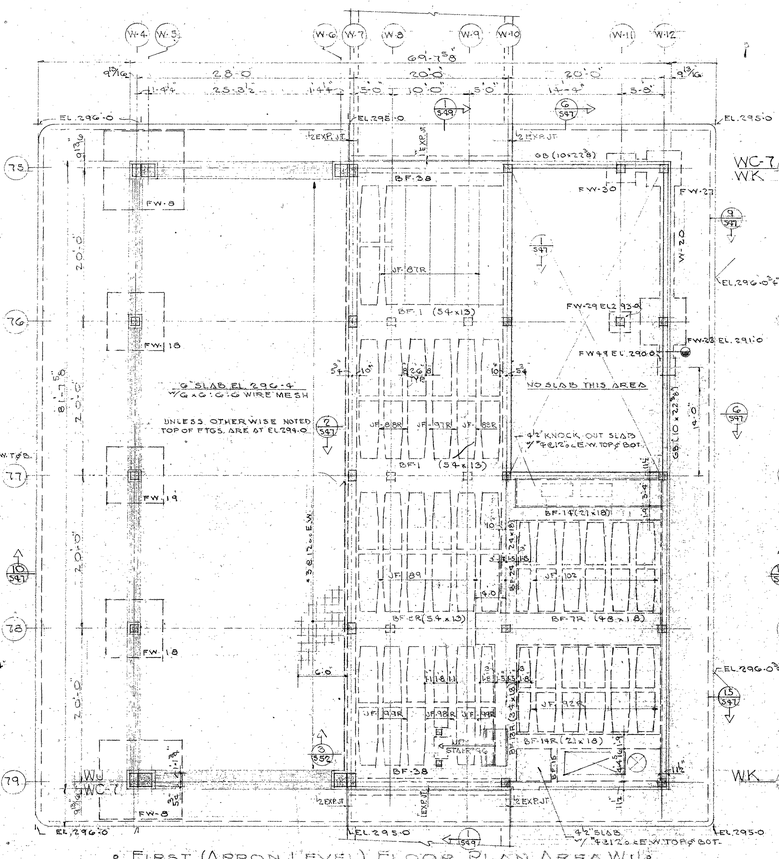


SECTION 1/S49 — 3/8"=1'-0"

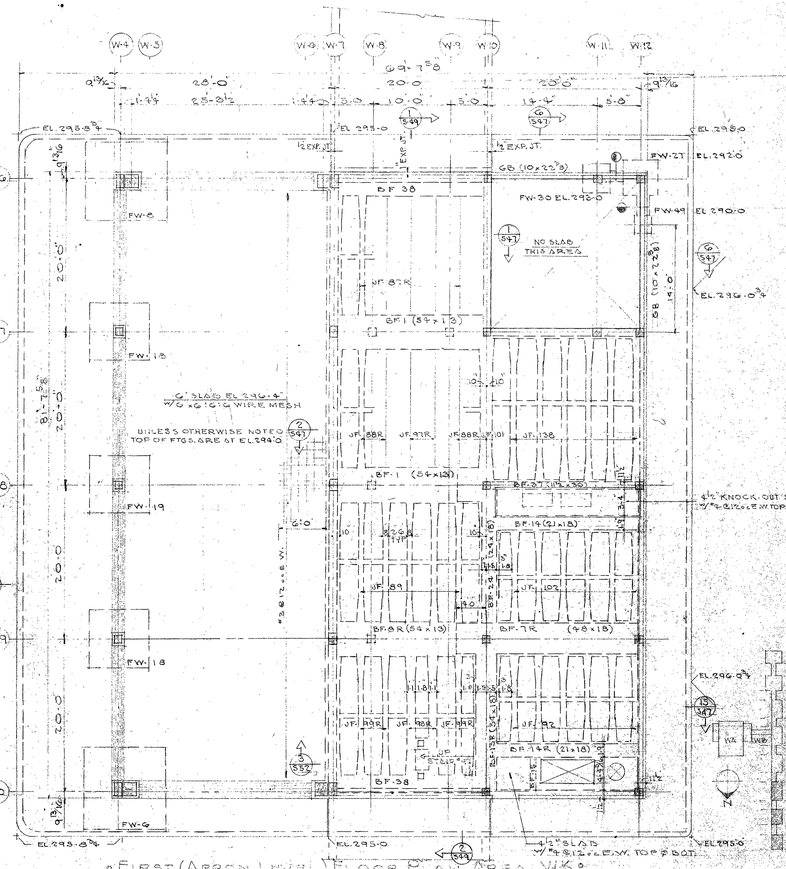
SECTION 2/S49 — 3/8"=1'-0"



FIRST (APRON LEVEL) FLOOR PLAN AREA W1
SCALE: 1/8"=1'-0"



FIRST (APRON LEVEL) FLOOR PLAN, AREA WJ
SCALE: 1/8"=1'-0"



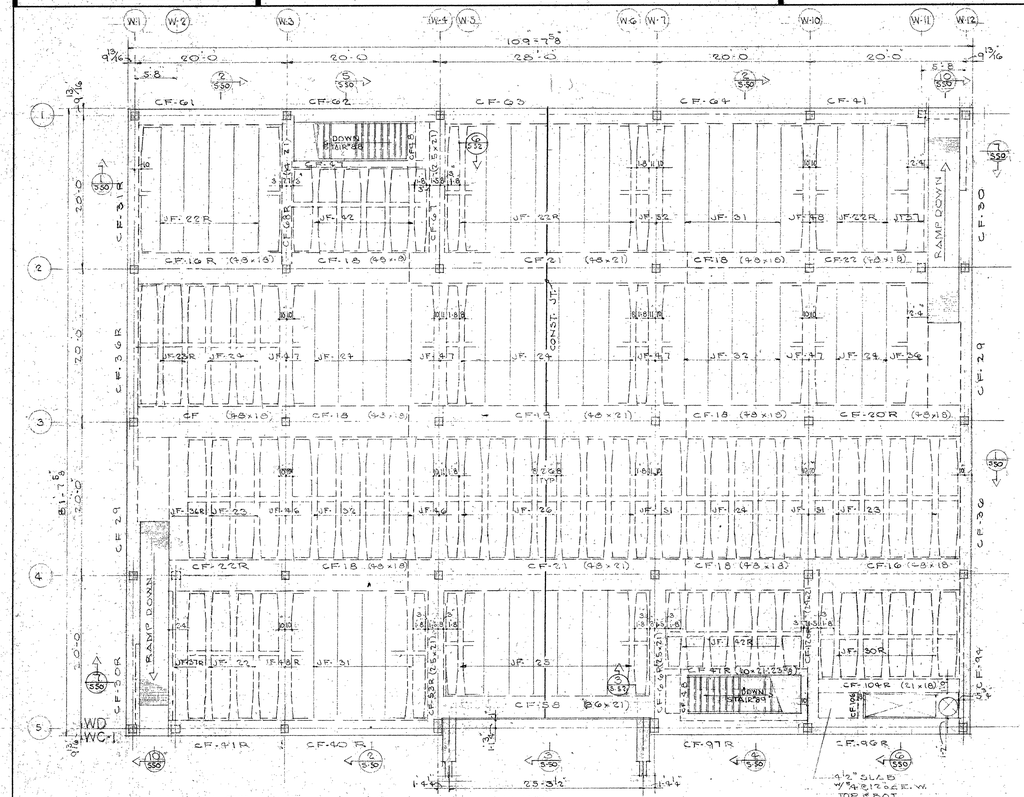
FIRST (APRON LEVEL) FLOOR PLAN, AREA WK

Notes
1. SEE SHT. S-4GA FOR FOOTING SCHEDULE
2. SEE SHT. S-G5 FOR COLUMN SCHEDULE
3. SEE SHT. S-G6 FOR JOIST SCHEDULE
4. SEE SHT. S-G7 FOR BEAM SCHEDULE
5. SEE SHT. S-4GA WALL, SLAB ON GRADE, & FOOTING DETAILS
6. SEE SHT. S-70 FOR GENERAL NOTES.

SHEET CONTENTS
FIRST (APRON) LEVEL FLOOR PLAN AREA W1, WJ & WK

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APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



• SECOND (MAIN) FLOOR PLAN, AREA WD •
SCALE 1/8"=1'-0" FIN. FL. ELEV. 307'-0"

• SECTION 1/550 •
1/2"=1'-0"

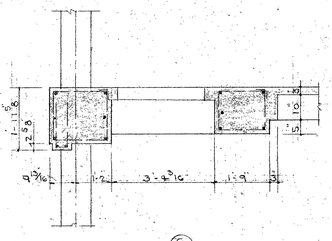
• SECTION 2/550 •
1/2"=1'-0"

• SECTION 3/550 •
1/2"=1'-0"

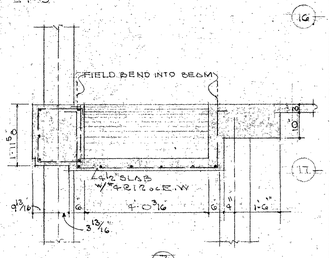
• SECTION 4/550 •
1/2"=1'-0"

TYPICAL DETAIL @ OVERHEAD DOOR
SEE ARCH. PLANS FOR LOCATION

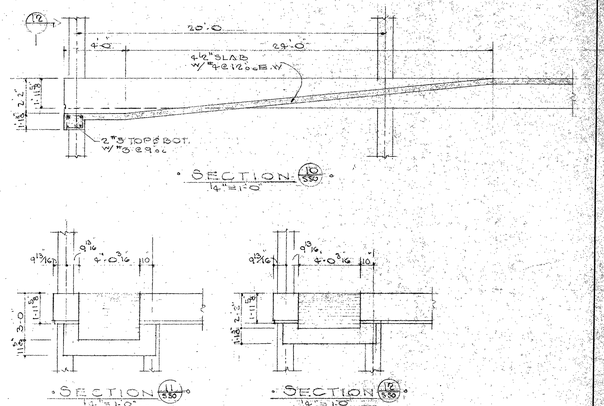
• SECTION 5/550 •
1/2"=1'-0"



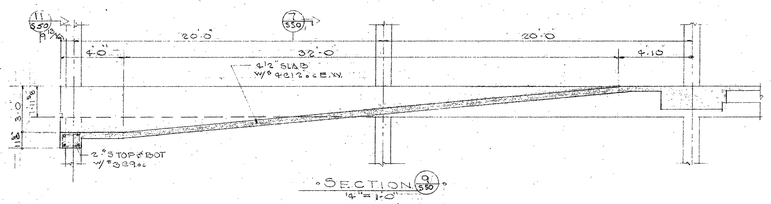
• SECTION 6/550 •
1/2"=1'-0"



• SECTION 7/550 •
1/2"=1'-0"



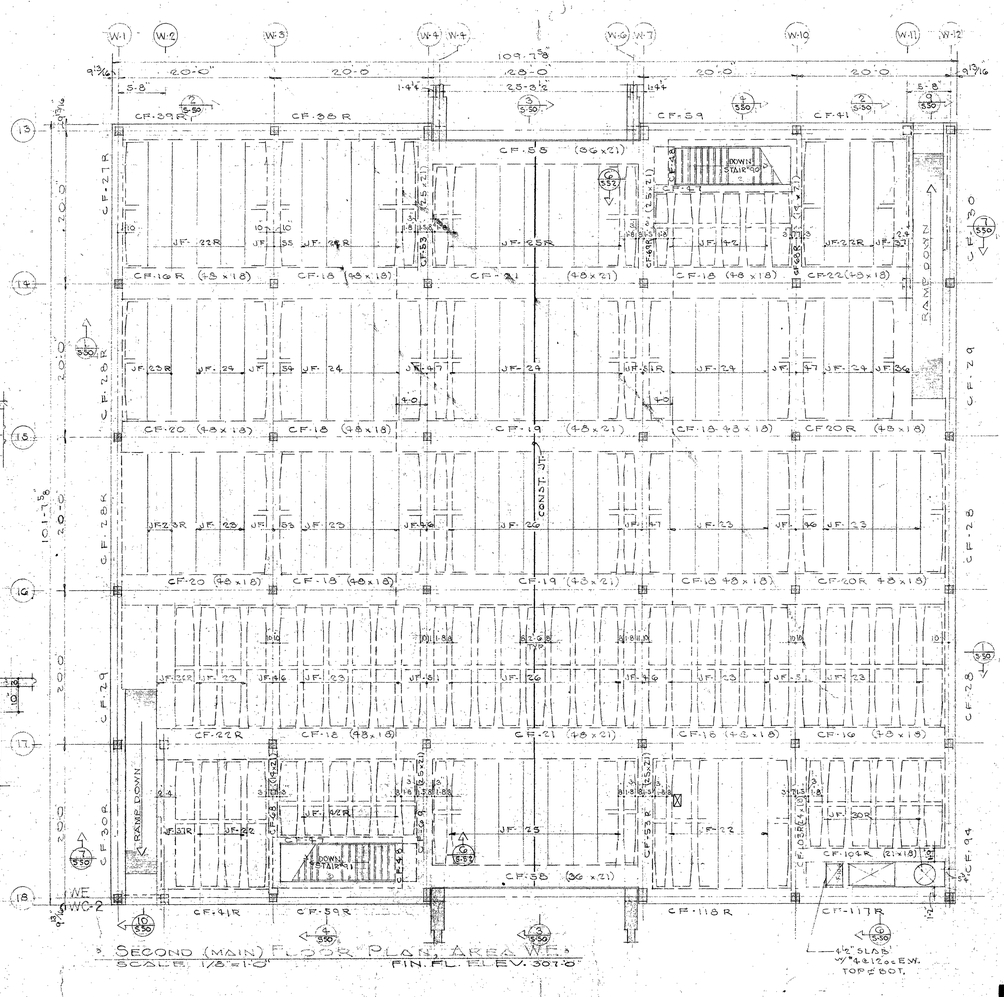
• SECTION 10/550 •
1/4"=1'-0"



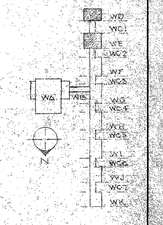
• SECTION 11/550 •
1/4"=1'-0"

• SECTION 14/550 •
1/4"=1'-0"

• SECTION 12/550 •
1/4"=1'-0"



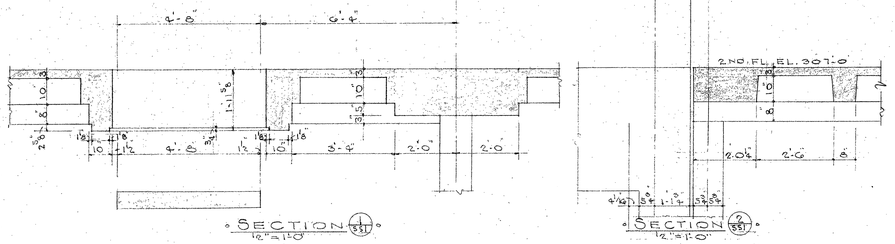
• SECOND (MAIN) FLOOR PLAN, AREA WE •
SCALE 1/8"=1'-0" FIN. FL. ELEV. 307'-0"

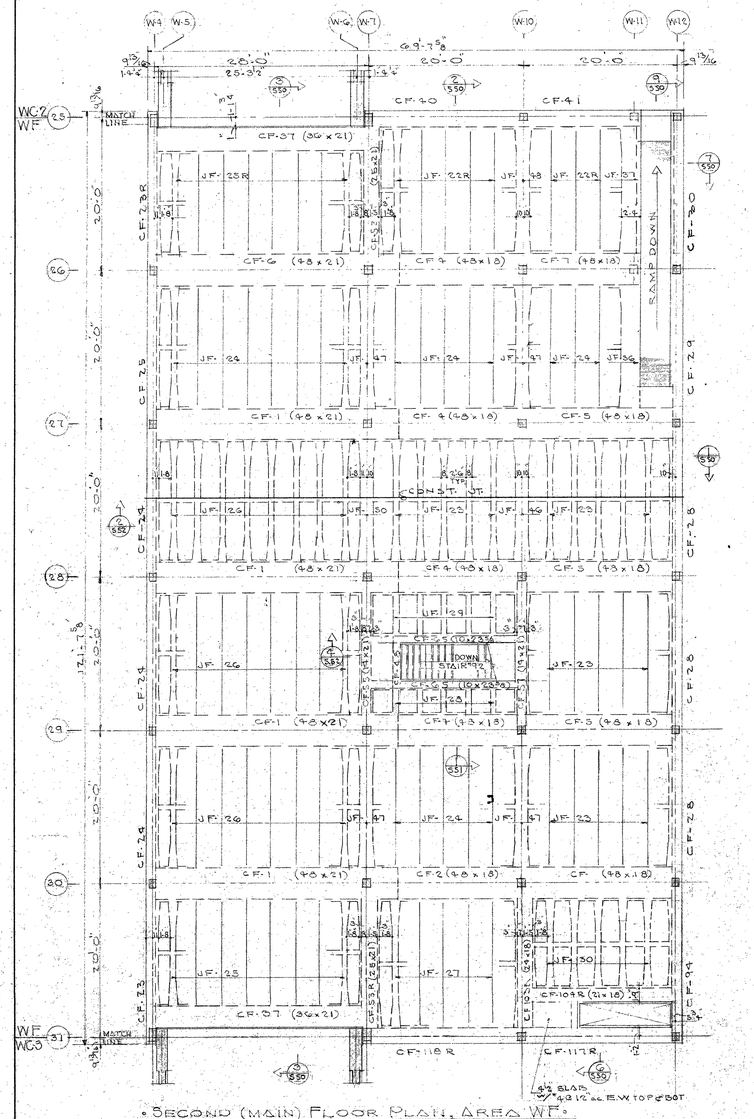


NOTES:
1. SEE SHT. S-65 FOR COLUMN SCHEDULE
2. SEE SHT. S-66 FOR JOIST SCHEDULE
3. SEE SHT. S-67 FOR BEAM SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES

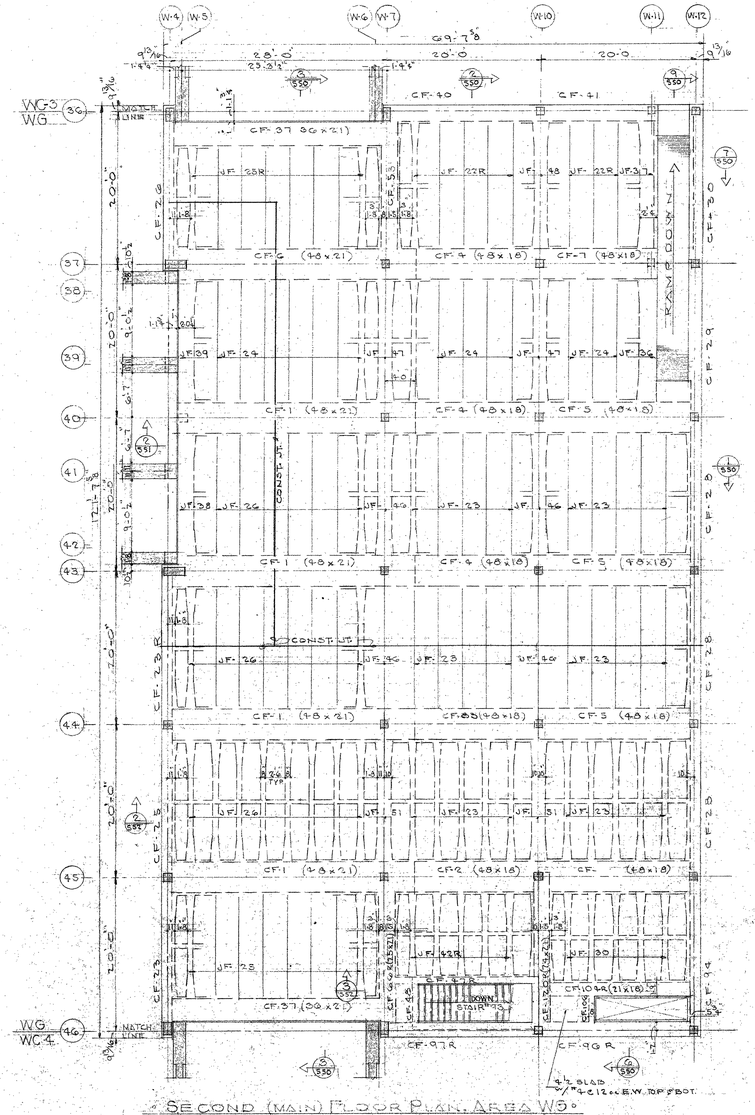
SHEET CONTENTS	SHEET NO.
SECOND (MAIN) FLOOR PLAN AREA WD & WE	S-50 OF 83

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

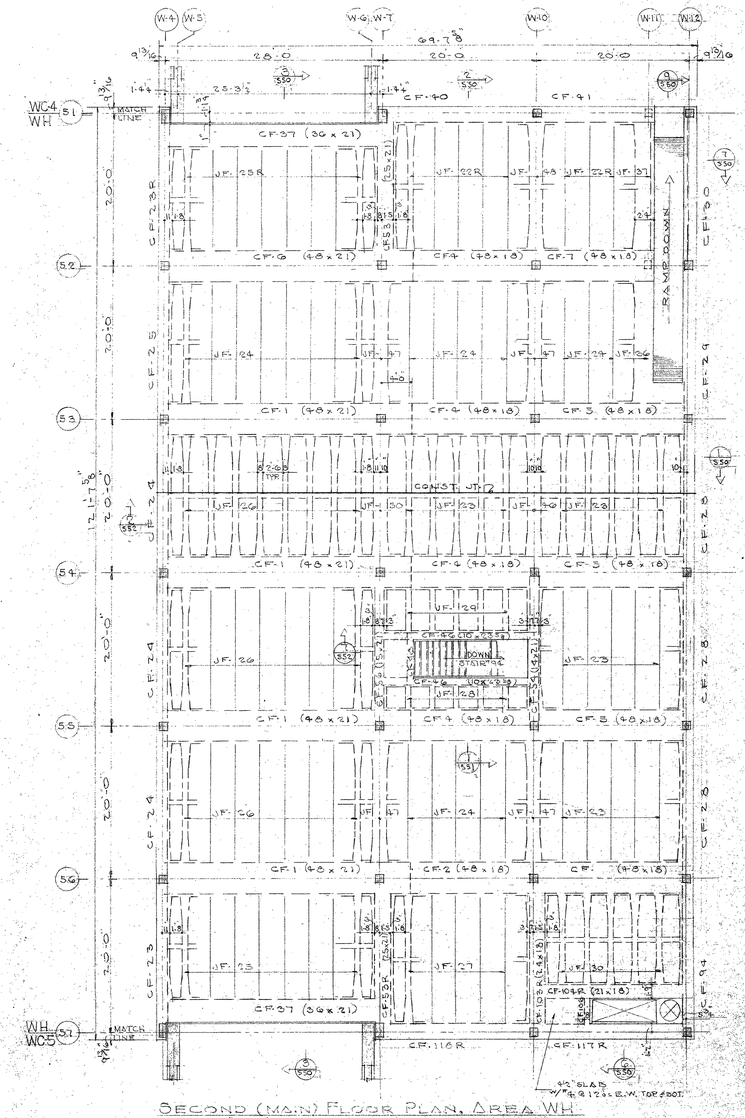




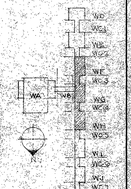
SECOND (MAIN) FLOOR PLAN, AREA WF
SCALE: 1/8"=1'-0" FIN. FL. ELEV. 307'-0"



SECOND (MAIN) FLOOR PLAN, AREA WG
SCALE 1/8"=1'-0" FIN. FL. ELEV. 307'-0"



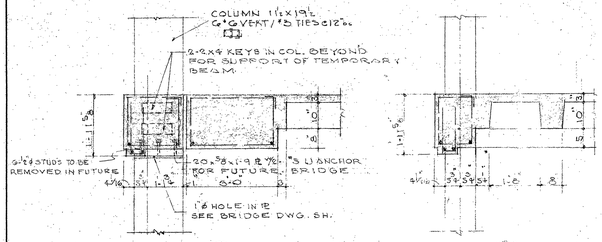
SECOND (MAIN) FLOOR PLAN, AREA WH
SCALE 1/8"=1'-0" FIN. FL. ELEV. 307'-0"

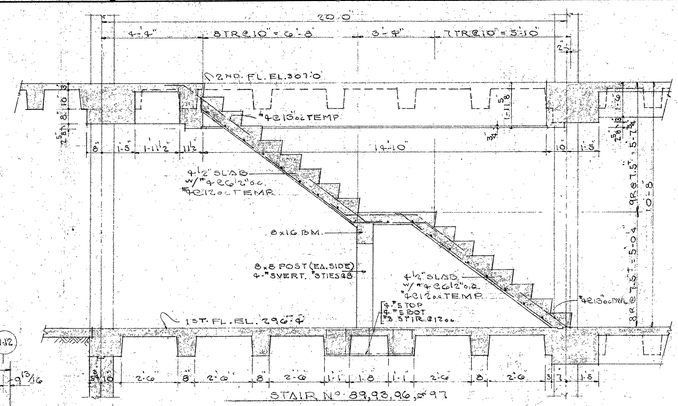


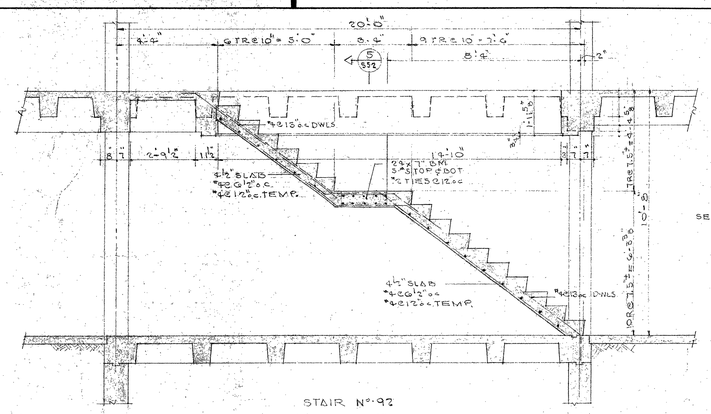
NOTES.
1. SEE SHT. S-65 FOR COLUMN SCHEDULE.
2. SEE SHT. S-66 FOR JOIST SCHEDULE.
3. SEE SHT. S-67 FOR BEAM SCHEDULE.
4. SEE SHT S-70 FOR GENERAL NOTES.

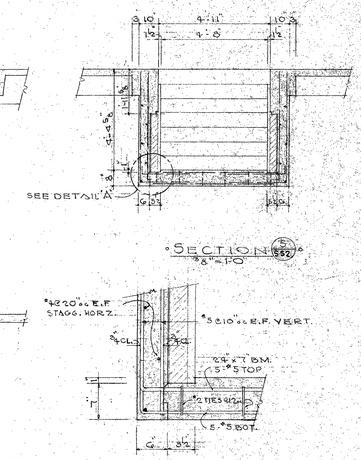
SHEET CONTENTS	SHEET NO.
SECOND (MAIN) FLOOR PLAN AREA WF, WG & WH	S-51 OF 83

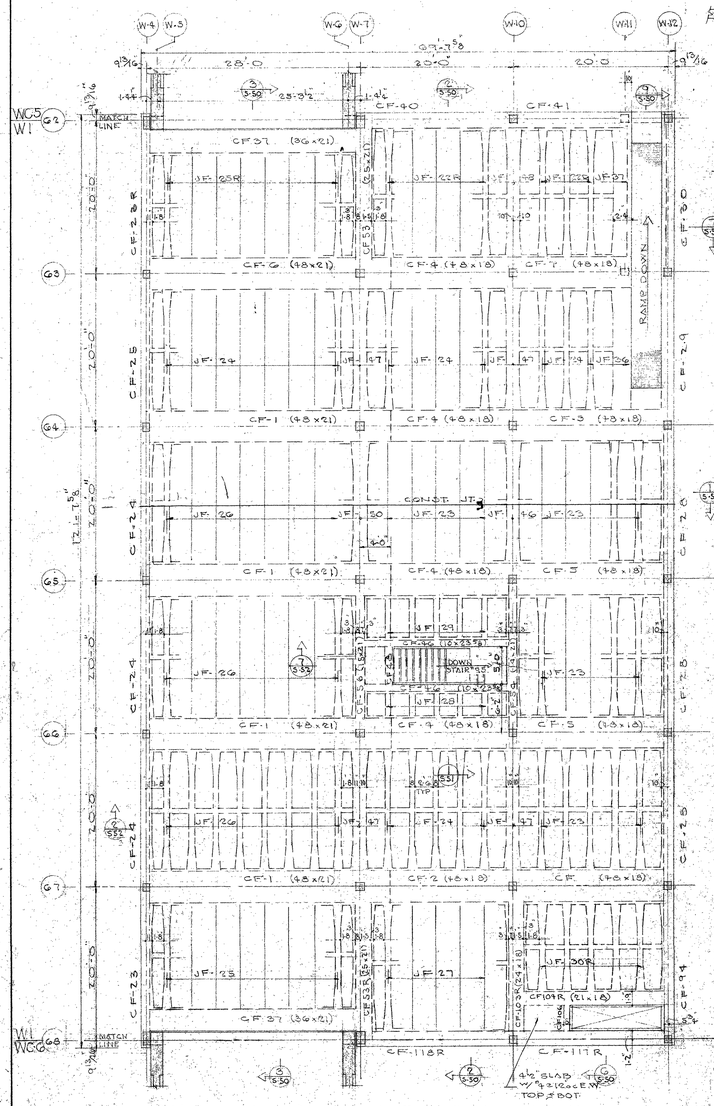
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

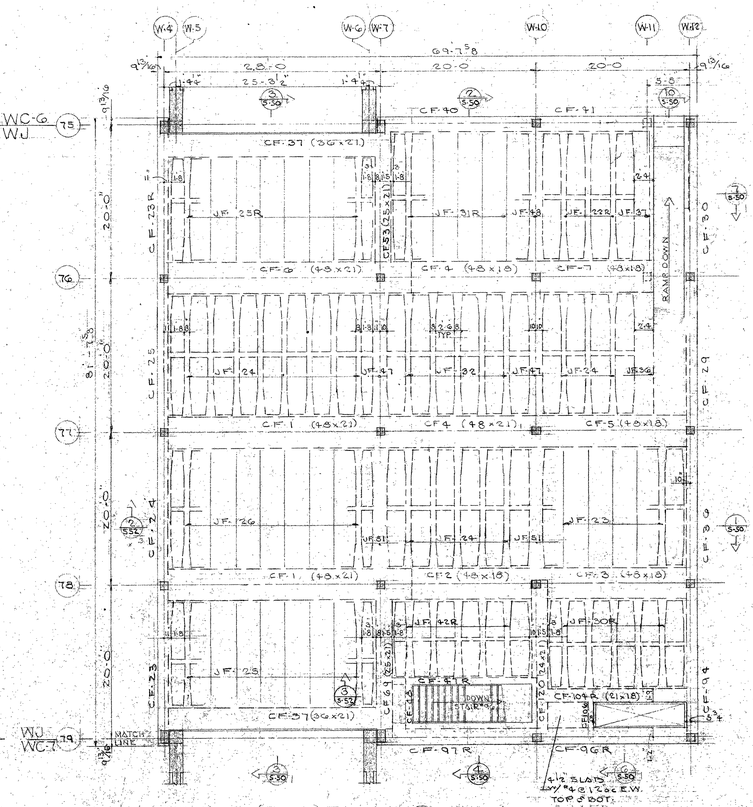


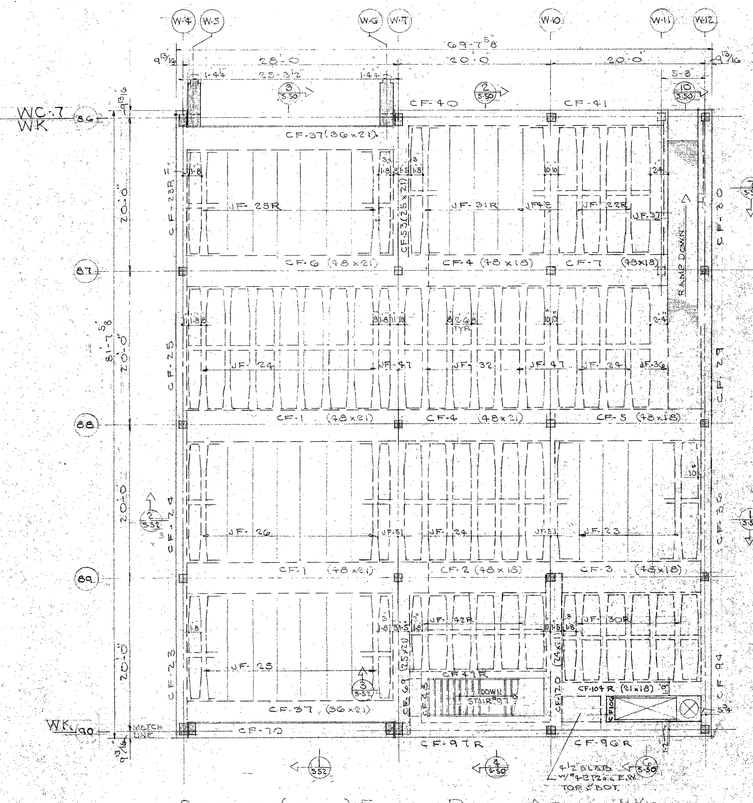








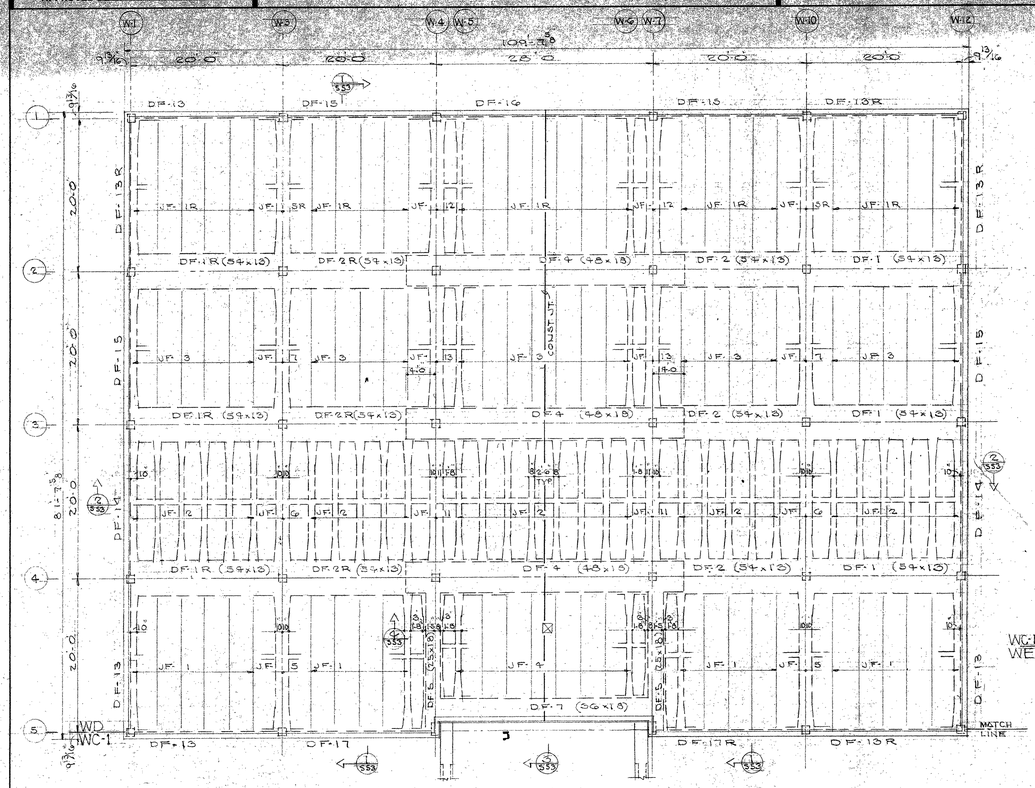




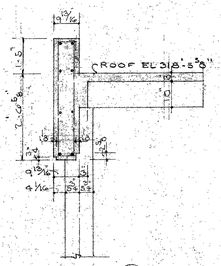
NOTES
1. SEE SHT. S-65 FOR COLUMN SCHEDULE
2. SEE SHT. S-66 FOR JOIST SCHEDULE
3. SEE SHT. S-67 FOR BEAM SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES

SHEET CONTENTS	SHEET NO.
SECOND (MAIN) FLOOR PLAN AREA W1, WJ & WK	S-52 OF 83

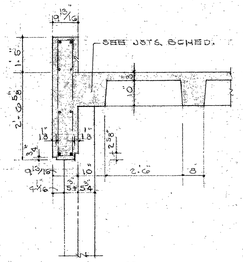
APPROVED APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



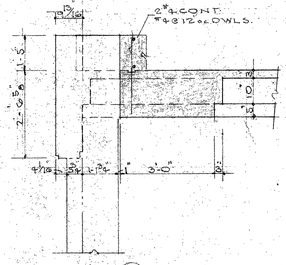
• ROOF PLAN, AREA WD •
SCALE 1/8"=1'-0" FIN. FL. ELEV. 318'-5 5/8"



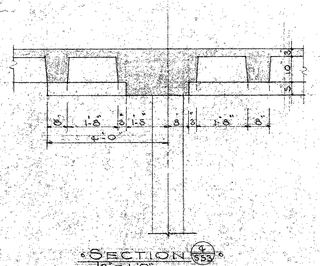
• SECTION 1/S53 •
1/2"=1'-0"



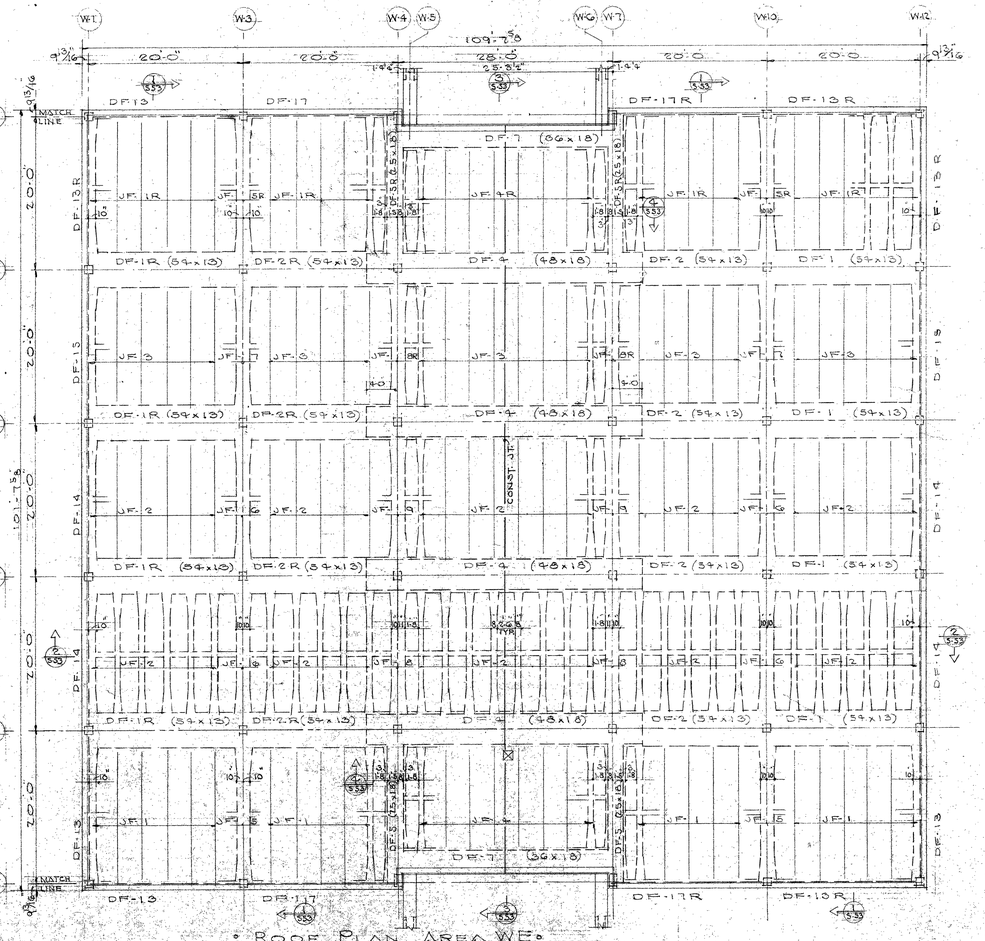
• SECTION 2/S53 •
1/2"=1'-0"



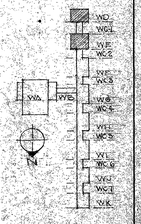
• SECTION 3/S53 •
1/2"=1'-0"



• SECTION 4/S53 •
1/2"=1'-0"



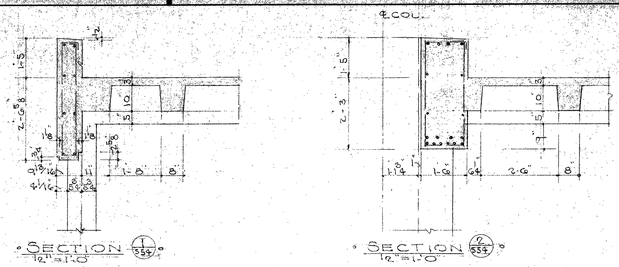
• ROOF PLAN, AREA WE •
SCALE 1/8"=1'-0" FIN. FL. ELEV. 318'-5 5/8"

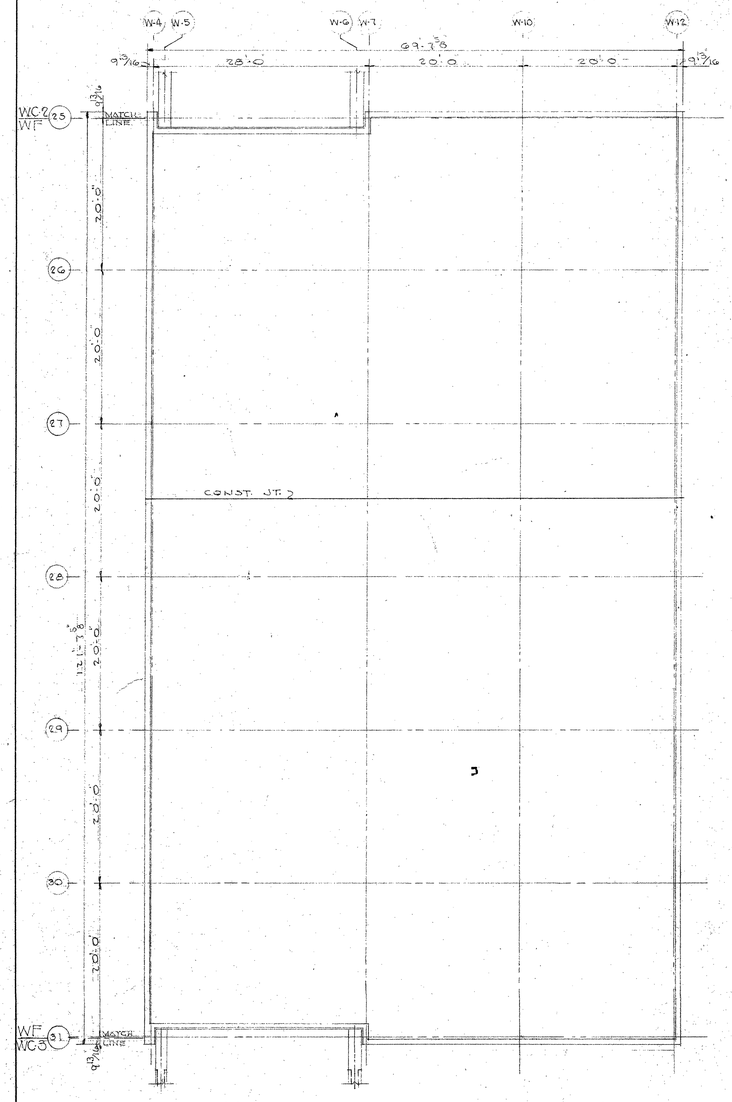


Notes.
1. SEE SHT. S-65 FOR COLUMN SCHEDULE
2. SEE SHT. S-66 FOR JOIST SCHEDULE
3. SEE SHT. S-67 FOR BEAM SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES

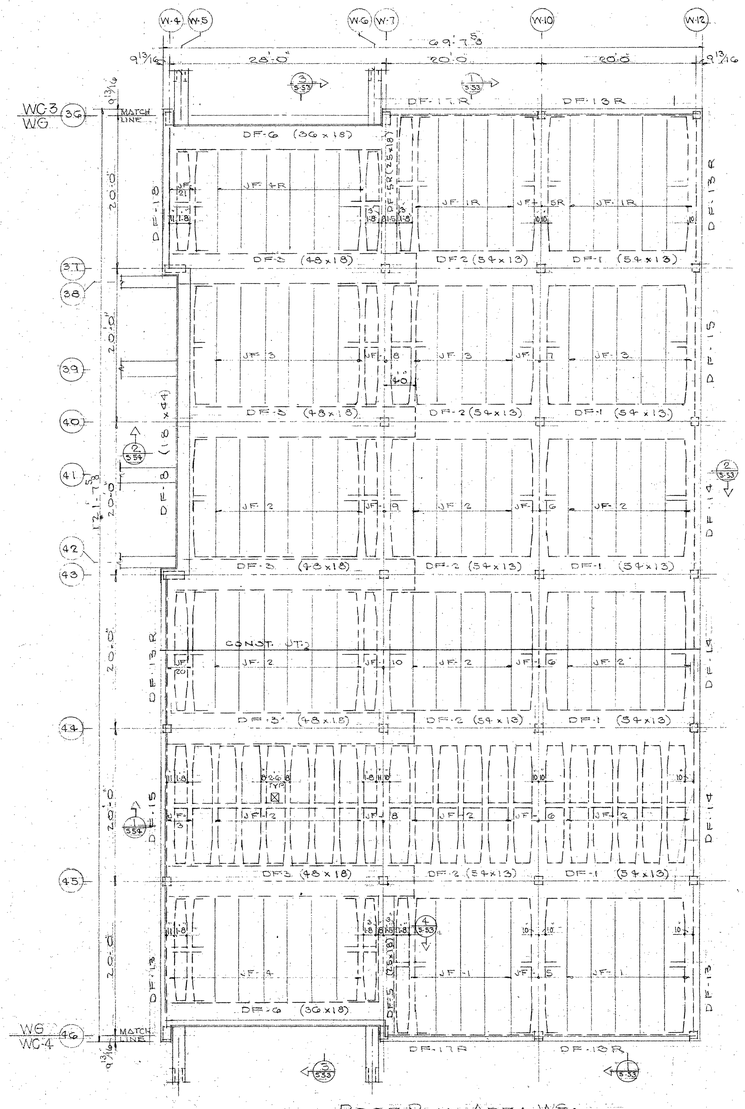
SHEET CONTENTS	SHEET NO.
ROOF PLAN AREA WD & WE	S-53 OF 83

APPROVED APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

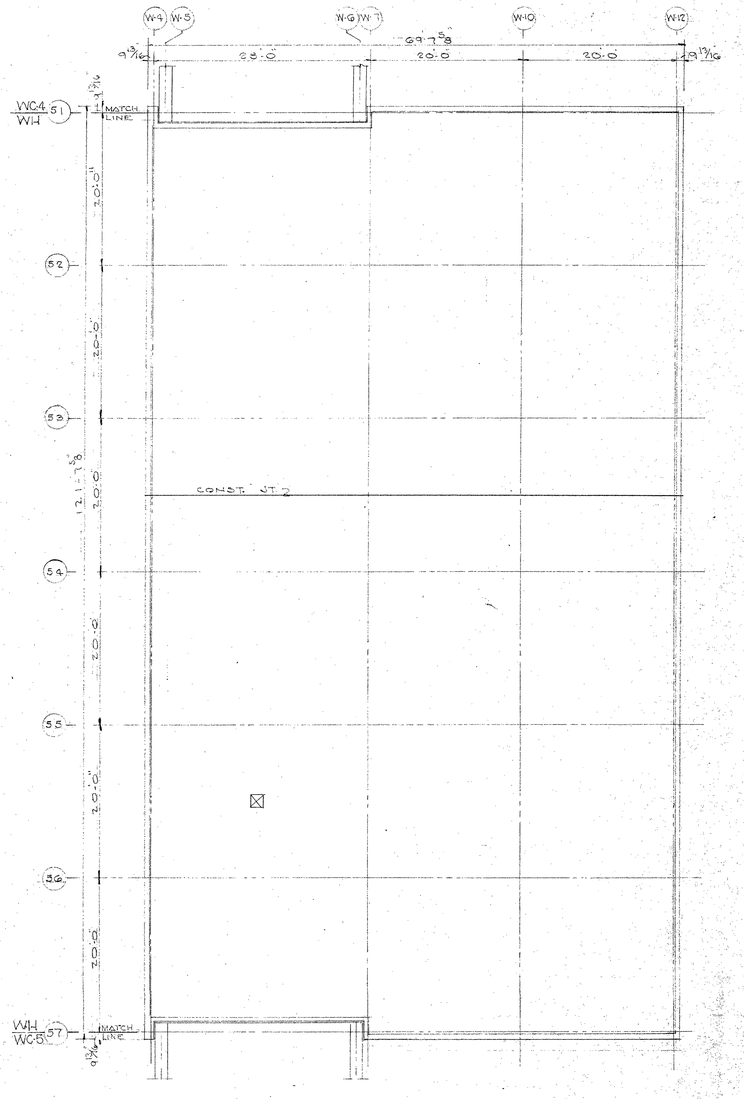




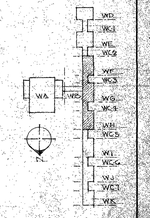
ROOF PLAN, AREA WF
SCALE 1/8" = 1'-0" FIN. FL. ELEV. 318'-5 5/8"
SEE ROOF PLAN, AREA W1 FOR FRAMING AND REINFORCING.



ROOF PLAN, AREA WG
SCALE 1/8" = 1'-0" FIN. FL. ELEV. 318'-5 5/8"



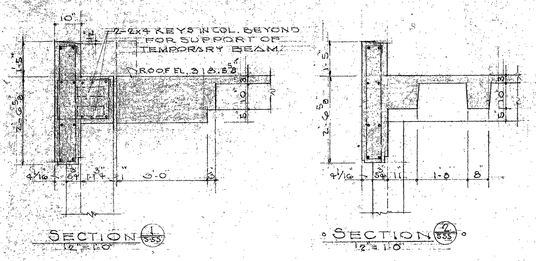
ROOF PLAN, AREA WH
SCALE 1/8" = 1'-0" FIN. FL. ELEV. 318'-5 5/8"
SEE ROOF PLAN, AREA W1 FOR FRAMING AND REINFORCING.

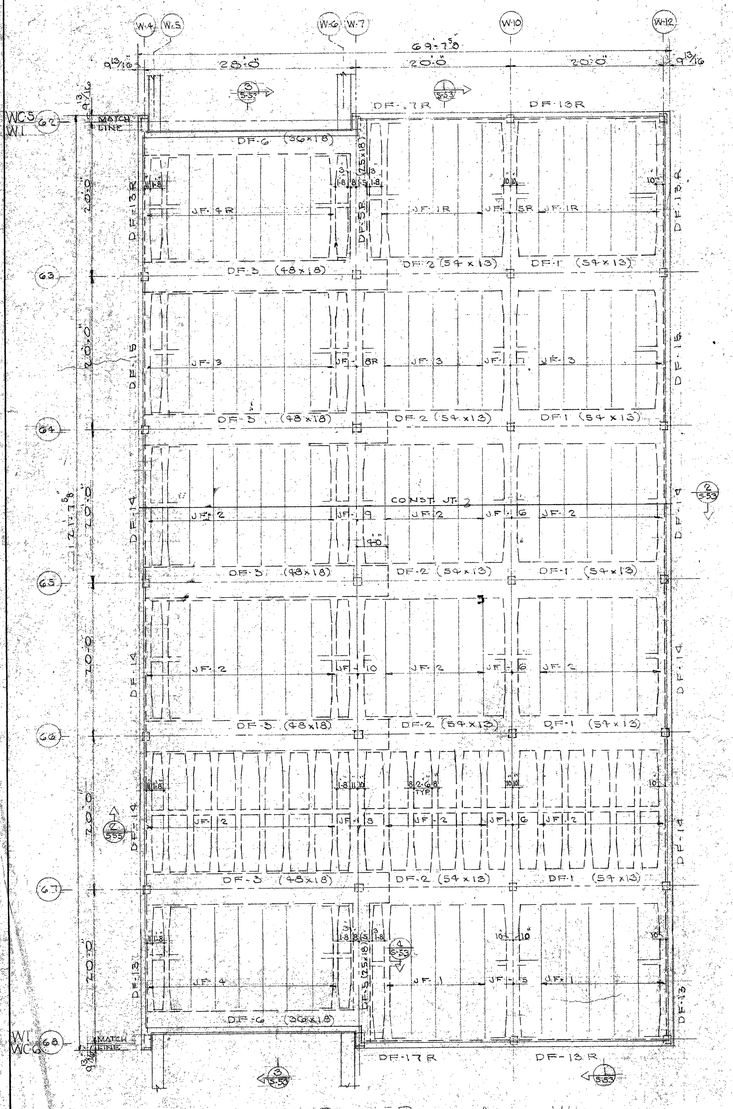


NOTES:
1. SEE SHT. S-65 FOR COLUMN SCHEDULE
2. SEE SHT. S-66 FOR JOIST SCHEDULE
3. SEE SHT. S-67 FOR BEAM SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES.

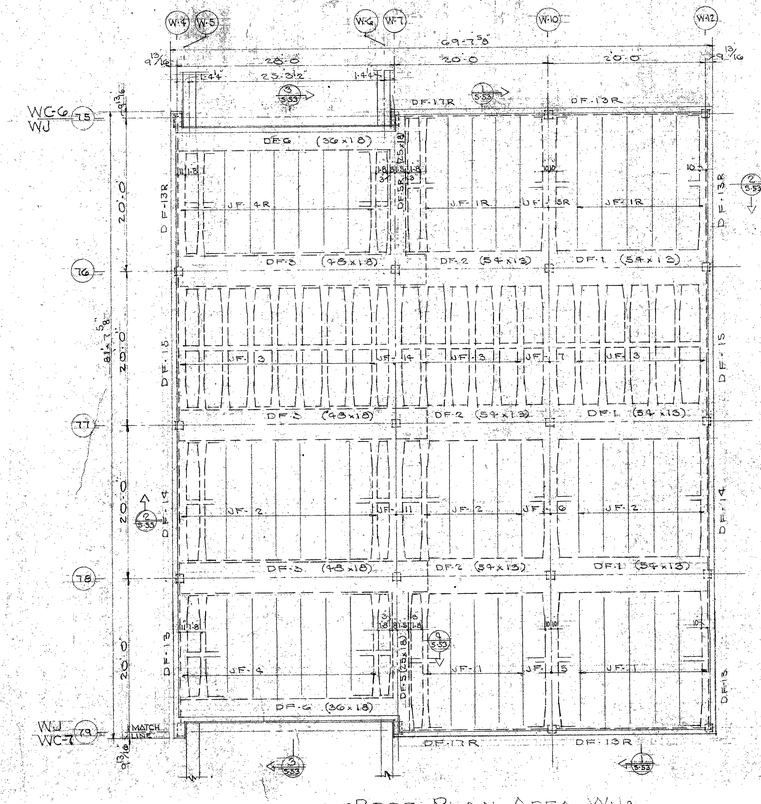
SHEET CONTENTS	SHEET NO.
ROOF PLAN AREA WF, WG & WH	S-54 OF 83

APPROVED APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

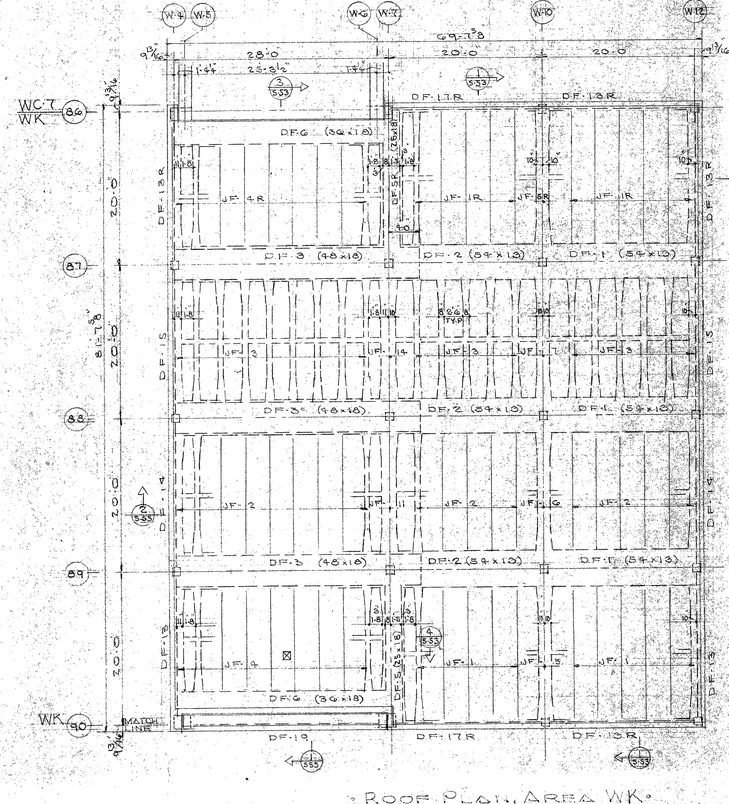




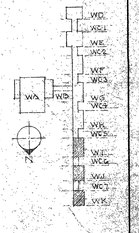
° ROOF PLAN, AREA W1 °
SCALE 1/8"=1'-0" FIN. FL. ELEV. 318'-5⅝"



° ROOF PLAN, AREA WJ °
SCALE 1/8"=1'-0" FIN. FL. ELEV. 318'-5⅝"



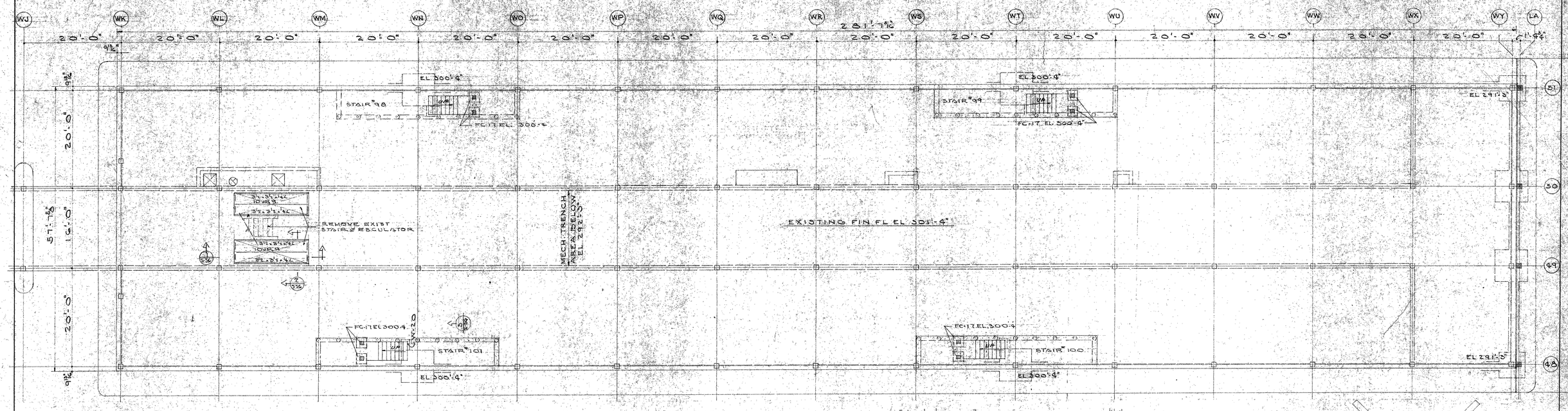
° ROOF PLAN, AREA WK °
SCALE 1/8"=1'-0" FIN. FL. ELEV. 318'-5⅝"

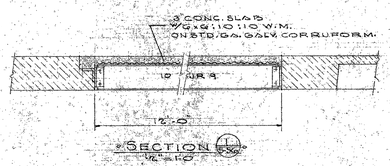


Notes
1. SEE SHT. S-05 FOR COLUMN SCHEDULE
2. SEE SHT. S-06 FOR JOIST SCHEDULE
3. SEE SHT S-07 FOR BEAM SCHEDULE
4. SEE SHT S-10 FOR GENERAL NOTES

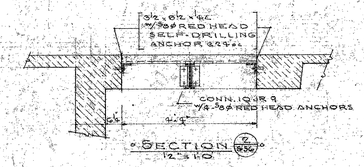
SHEET CONTENTS	SHEET NO.
ROOF PLAN AREA W1, WJ & WK	S-55 OF 83

APPROVED APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 65013

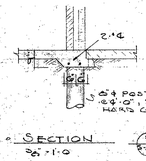




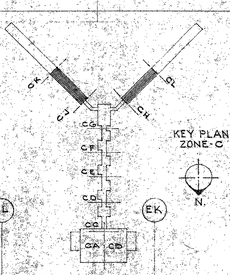
° SECTION 1/S-56 °
12"=1'-0"



° SECTION 2/S-56 °
12"=1'-0"



° SECTION 3/S-56 °
3/4"=1'-0"



° FIRST (APRON LEVEL) FLOOR PLAN - AREA CH °
SCALE 1/8"=1'-0" FIN. FL. ELEV. 301'-4"

NOTES:
SEE SH. S-64 FOR STAIR SECTIONS.

° FIRST (APRON LEVEL) FLOOR PLAN - AREA CJ °
SCALE 1/8"=1'-0" FIN. FL. ELEV. 301'-4"

NOTES
1. SEE SHT. S-58 FOR FOOTING SCHEDULE
2. SEE SHT. S-70 FOR GENERAL NOTES

SHEET CONTENTS
FIRST (APRON LEVEL) FLOOR PLAN
AREA CJ & CH

SHEET NO.
S-56 OF 83

APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013

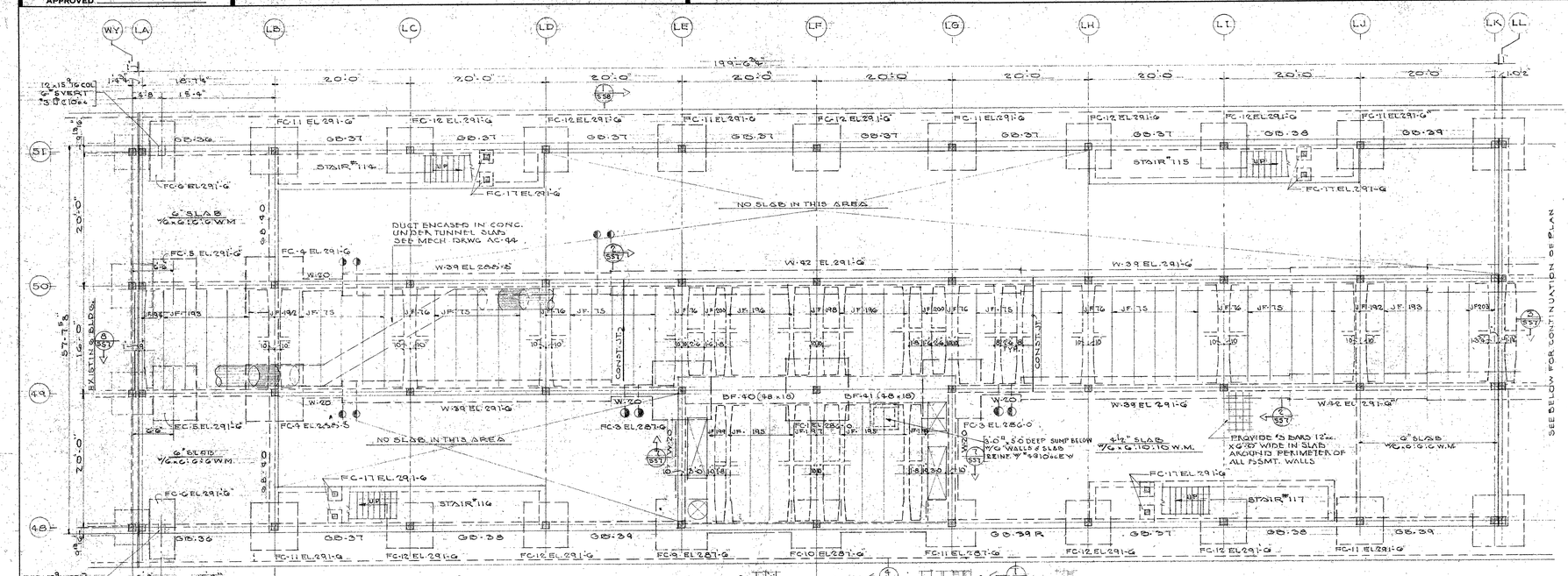
GRADE BEAM SCHEDULE
CENTER CONCOURSE

No.	SIZE WIDTH	SIZE DEPTH	REINFORCING TOP LEFT	REINFORCING TOP RIGHT	REINFORCING BOTT	SKETCH	STIRRUPS SIZE	STIRRUPS TYPE	STIRRUPS SPACING SEE SHT. NOTE 10	REMARKS
GB-36	15 5/16	3'-5"	5-#8		3-#8		#3	□	18@5 & CANTILEVER	1'-3 E.F.
GB-37	15 5/16	2'-8			3-#5	2-#5 4-#6	#3	□	18@5,@12	1'-3 E.F.
GB-38	15 5/16	2'-8			3-#5		#3	□	18@5,@12	1'-3 E.F.
GB-39	15 5/16	2'-8	2-#5 2-#5	2-#5 2-#5	2-#5 2-#5		#3	□	18@5,@9,@12	1'-3 E.F.
GB-40	15 5/16	2'-8	2-#5 2-#5	4-#5	2-#5		#3	□	@12c.c.	1'-3 E.F.
GB-41	15 5/16	2'-8	4-#5	4-#5	4-#5		#3	□	@12c.c.	1'-3 E.F.
GB-42	15 5/16	2'-8		4-#5	4-#5		#3	□	@12c.c.	1'-3 E.F.
GB-43	15 5/16	2'-8	2-#5 2-#5	4-#5	2-#5		#3	□	@12c.c.	1'-3 E.F.

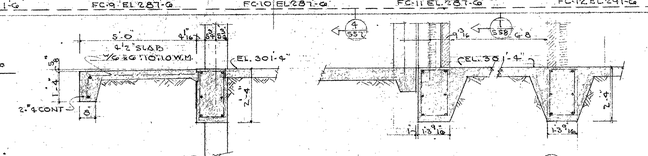
FOOTING SCHEDULE
CENTER CONCOURSE

No.	MARK	SIZE A	SIZE B	SIZE C	REINF. 2 WAY UNLESS NOTED	REMARKS
	FC-1	9'-3"	9'-3"	26"	28-#6 x 8'-9"	
	FC-2	9'-0"	9'-0"	26"	27-#7 x 8'-6"	
	FC-3	8'-9"	8'-9"	25"	26-#7 x 8'-3"	
	FC-4	8'-6"	8'-6"	24"	25-#7 x 8'-0"	
	FC-5	8'-0"	6'-6"	21"	13-#7 x 7'-6" 12-#6 x 7'-6"	
	FC-6	8'-0"	4'-0"	19"	10-#7 x 7'-6" 8-#6 x 7'-6"	
	FC-7	8'-0"	8'-0"	25"	20-#7 x 7'-6"	
	FC-8	7'-9"	7'-9"	22"	20-#6 x 7'-3"	
	FC-9	7'-6"	7'-6"	21"	20-#6 x 7'-0"	
	FC-10	7'-3"	7'-3"	21"	21-#6 x 6'-9"	
	FC-11	7'-0"	7'-0"	20"	22-#6 x 6'-6"	
	FC-12	6'-9"	6'-9"	19"	22-#6 x 6'-3"	
	FC-13	6'-6"	6'-6"	19"	20-#6 x 6'-0"	
	FC-14	5'-9"	5'-9"	16"	20-#5 x 5'-3"	
	FC-15	5'-0"	5'-0"	14"	18-#5 x 4'-6"	
	FC-16	2'-3"	2'-3"	12"	6-#4 x 1'-9"	
	FC-17	2'-0"	2'-0"	12"	5-#4 x 1'-6"	
	FC-18	6'-0"	6'-0"	17"	22-#5 x 5'-6"	
	FC-19	4'-0"	4'-0"	12"	14-#4 x 3'-9"	
	W-16	1'-4"	CONT.	12"	NONE	
	W-20	1'-8"	CONT.	12"	NONE	
	W-26	3'-0"	20'-0"	12"	4-#12 c.c. x 26'-8" & CONT.	
	W-39	3'-3"	20'-0"	12"	4-#12 c.c. x 29'-3" & CONT.	
	W-42	3'-6"	20'-0"	12"	8-#6 @ 2'-0" c.c. x 30'-0" & CONT.	
	W-43	3'-9"	20'-0"	12"	4-#20 c.c. x 31'-3" & CONT.	
	W-48	4'-0"	20'-0"	12"	4-#22 c.c. x 32'-0" & CONT.	

NOTE: WALL DWLS TO BE ½ VERT. REINF. UNLESS NOTED

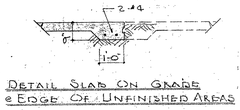


• FOUNDATION & FIRST FLOOR PLAN - AREA CL •
SCALE 1/8"=1'-0" FIN. FL. ELEV. 301'-4"

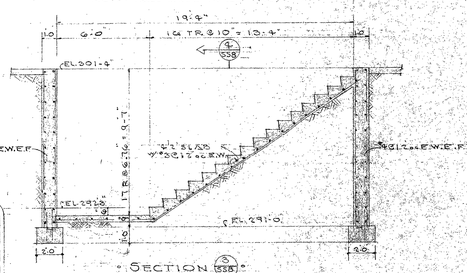


• SECTION 1/4"=1'-0"

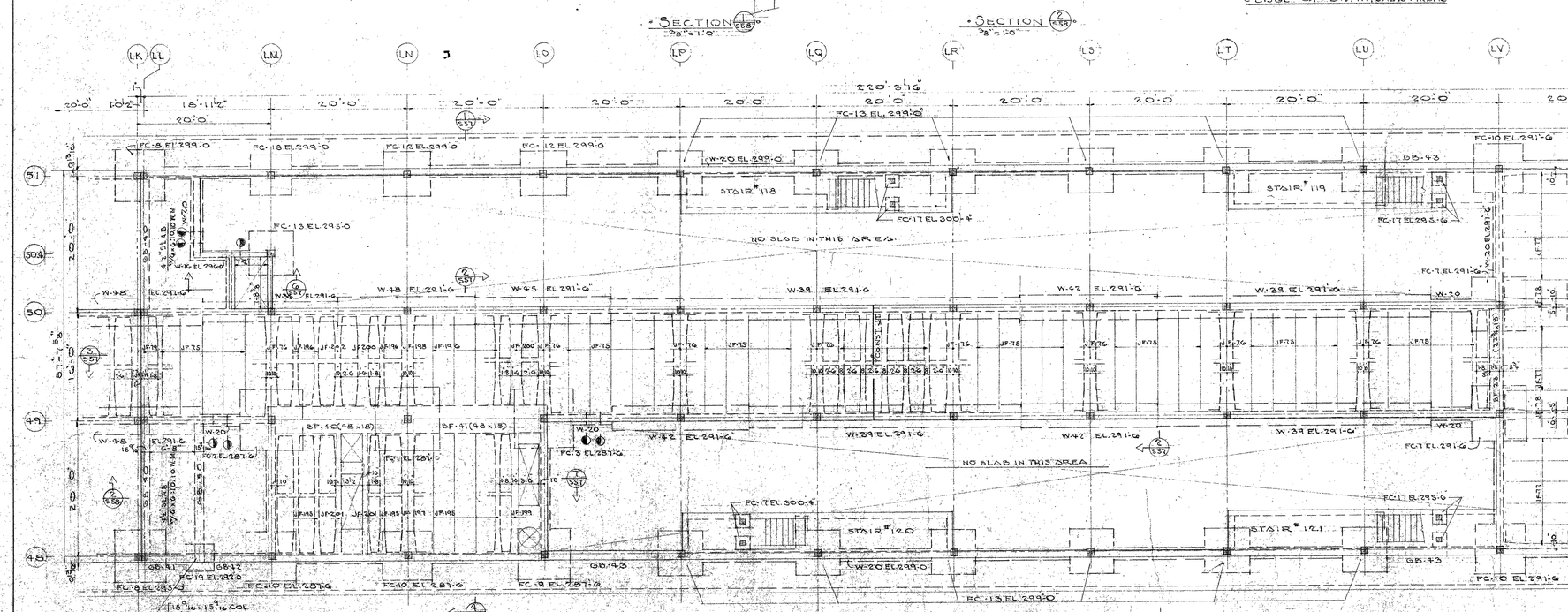
• SECTION 3/8"=1'-0"



DETAIL SLAB ON GRADE @ EDGE OF UNFINISHED AREAS

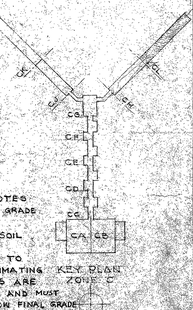


• SECTION 3/8"=1'-0"



• FOUNDATION & FIRST FLOOR PLAN - AREA CL •
SCALE 1/8"=1'-0" FIN. FL. ELEV. 301'-4"

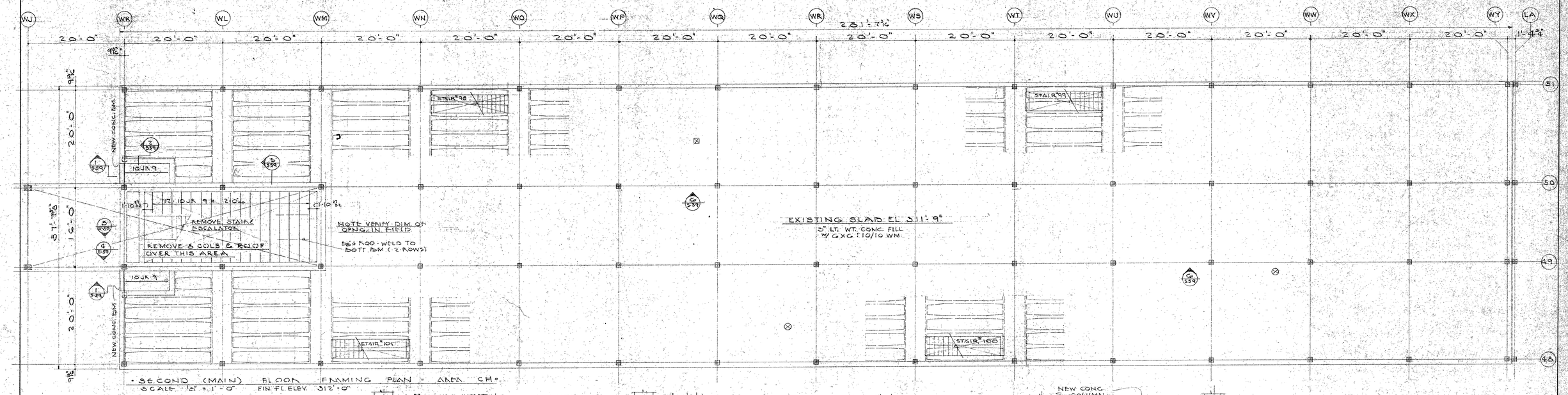
NOTES:
1. SEE SHT. S-70 FOR GENERAL NOTES.
2. SEE SHT. S-30A FOR WALL, SLAB ON GRADE & FOOTING DETAILS.
3. FOOTINGS DESIGNED FOR 4000 PSF SOIL PRESSURE MAX.
4. FOOTING ELEVATIONS SHOWN ARE TO TOP OF FOOTINGS AND FOR ESTIMATING PURPOSES ONLY. ALL FOOTINGS ARE TO BEAR ON UNDISTURBED SOIL AND MUST EXTEND A MINIMUM OF 1'-0" BELOW FINAL GRADE.
5. SEE SHT. S-65 FOR COLUMN SCHEDULE.
6. SEE SHT. S-66 FOR JOIST SCHEDULE.
7. SEE SHT. S-67 FOR BEAM SCHEDULE.



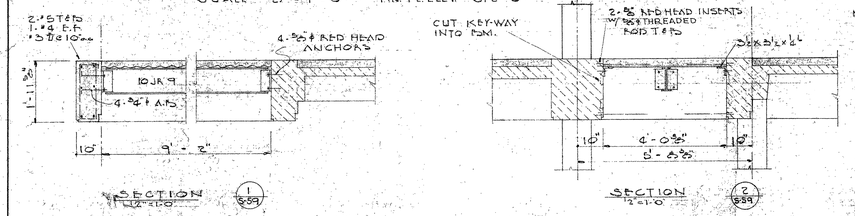
SHEET CONTENTS
FIRST FLOOR PLAN, CL

SHEET NO.
S-58 OF 83

APPROVED APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

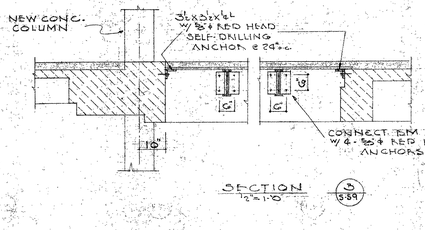


• SECOND (MAIN) FLOOR FRAMING PLAN - AREA CH •
SCALE: ⅛" = 1'-0" FIN. FL. ELEV. 312'-0"

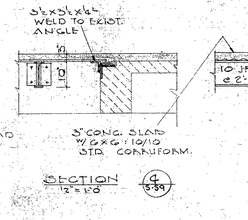


SECTION 1/S.59 — 1½" = 1'-0"

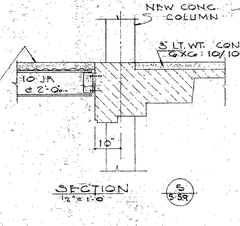
SECTION 2/S.59 — 1½" = 1'-0"



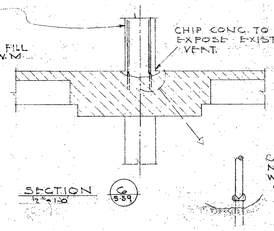
SECTION 3/S.59 — 1½" = 1'-0"



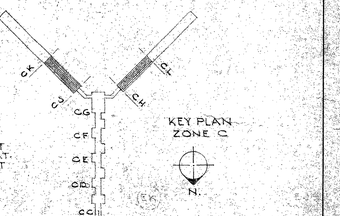
SECTION 4/S.59 — 1½" = 1'-0"

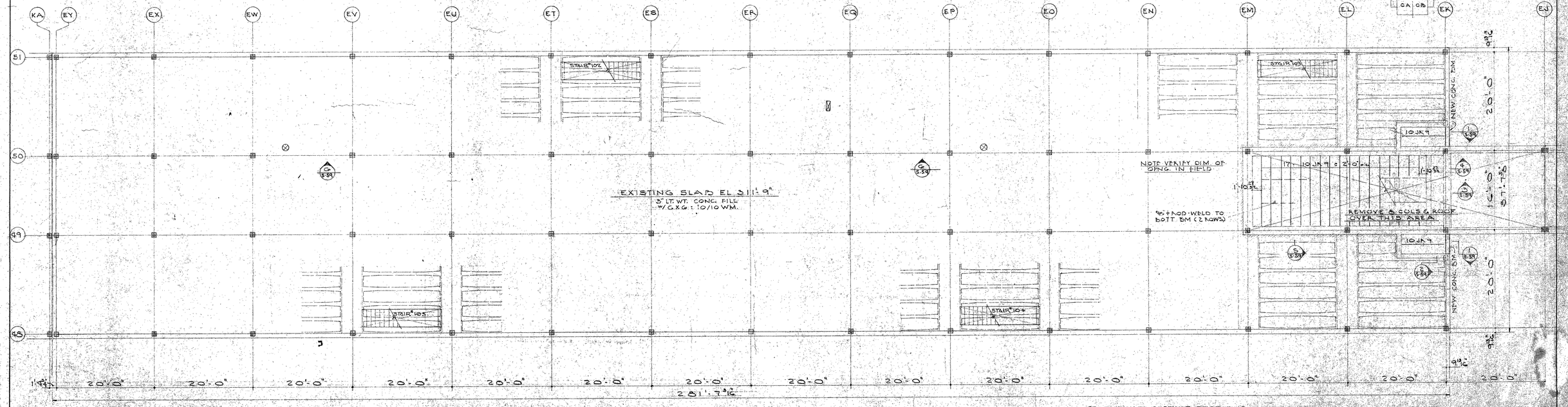


SECTION 5/S.59 — 1½" = 1'-0"



SECTION 6/S.59 — 1½" = 1'-0"





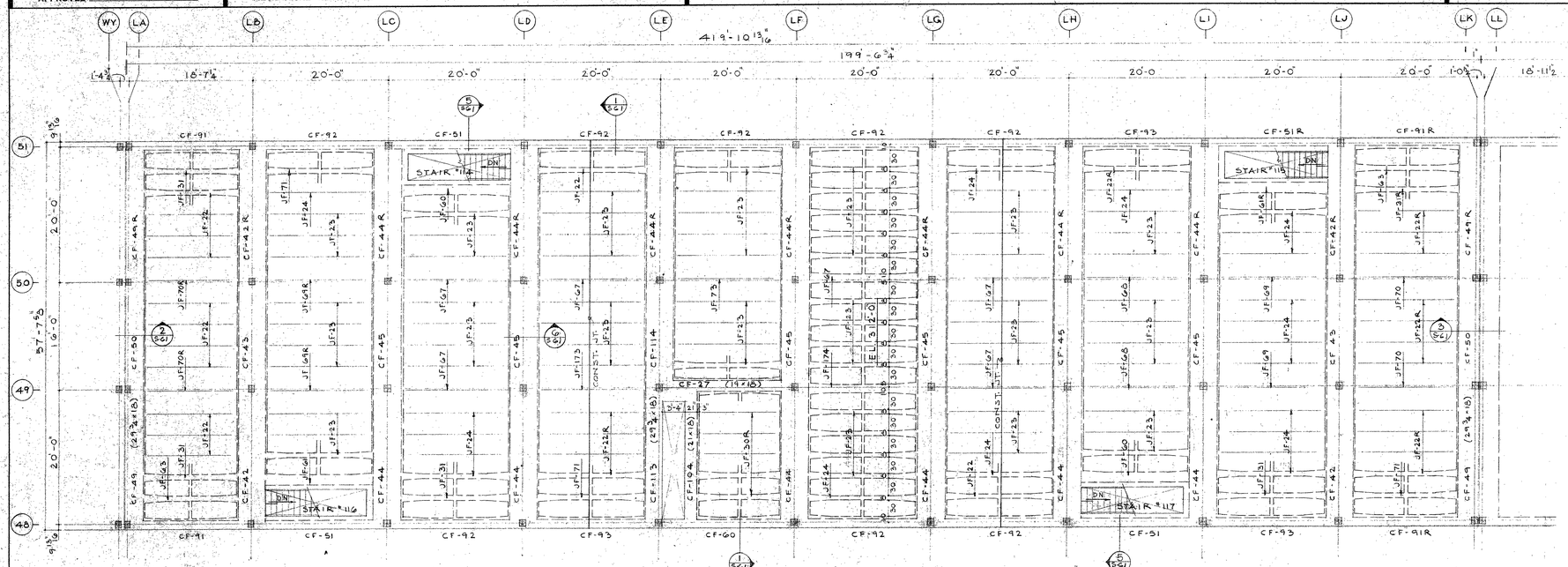
• SECOND (MAIN) FLOOR FRAMING PLAN - AREA CJ •
SCALE: ⅛" = 1'-0" FIN. EL. ELEV. 312'-0"

SEE SH. S-64 FOR STAIR SECTIONS.

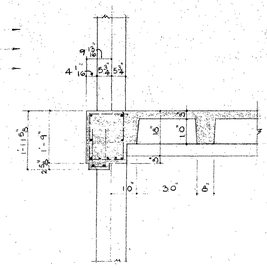
Notes:
1. SEE SHT. S-65 FOR COLUMN SCHEDULE
2. SEE SHT. S-70 FOR GENERAL NOTES

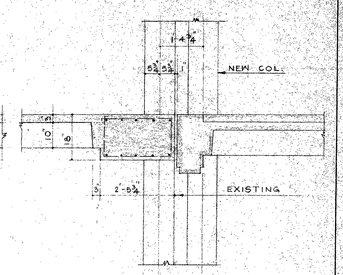
SHEET CONTENTS SECOND (MAIN) FLOOR FRAMING PLAN AREA CJ & CH	SHEET NO. S-59 OF 83

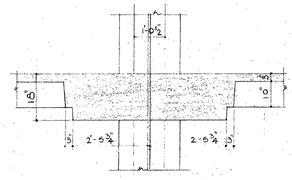
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

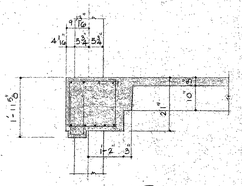


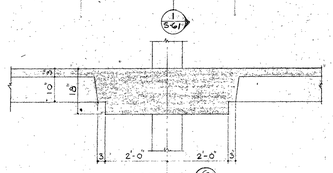
SECOND FLOOR FRAMING PLAN - AREA CL
SCALE 1/8" = 1'-0" FIN. FL. ELEV. 512'-0"

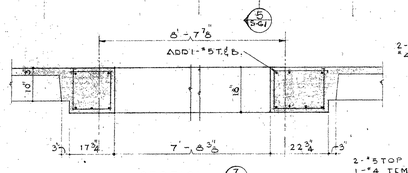


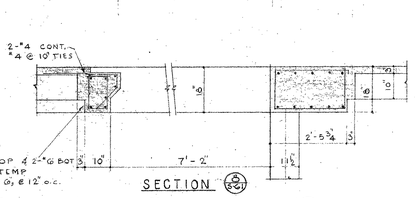


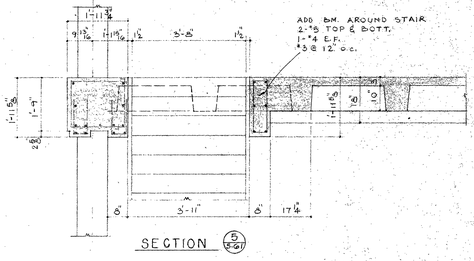


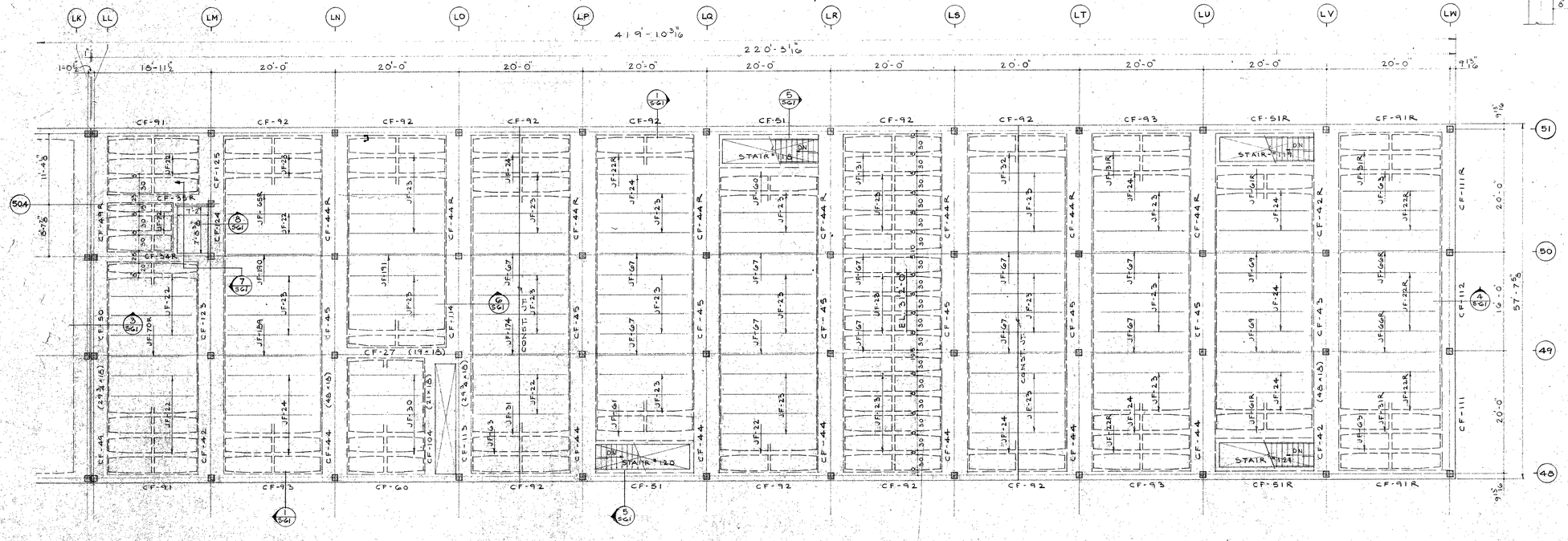




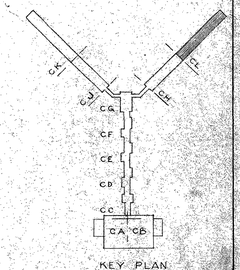








SECOND FLOOR FRAMING PLAN - AREA CL
SCALE 1/8" = 1'-0" FIN. FL. ELEV. 512'-0"



NOTES:
1. SEE SHT. S-65 FOR COLUMN SCHEDULE
2. SEE SHT. S-66 FOR JOIST SCHEDULE
3. SEE SHT. S-67 FOR BEAM SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES

SHEET CONTENTS SECOND (MAIN) FLOOR FRAMING PLAN AREA CL	SHEET NO. S-61 OF 87

APPROVED _____
APPROVED _____

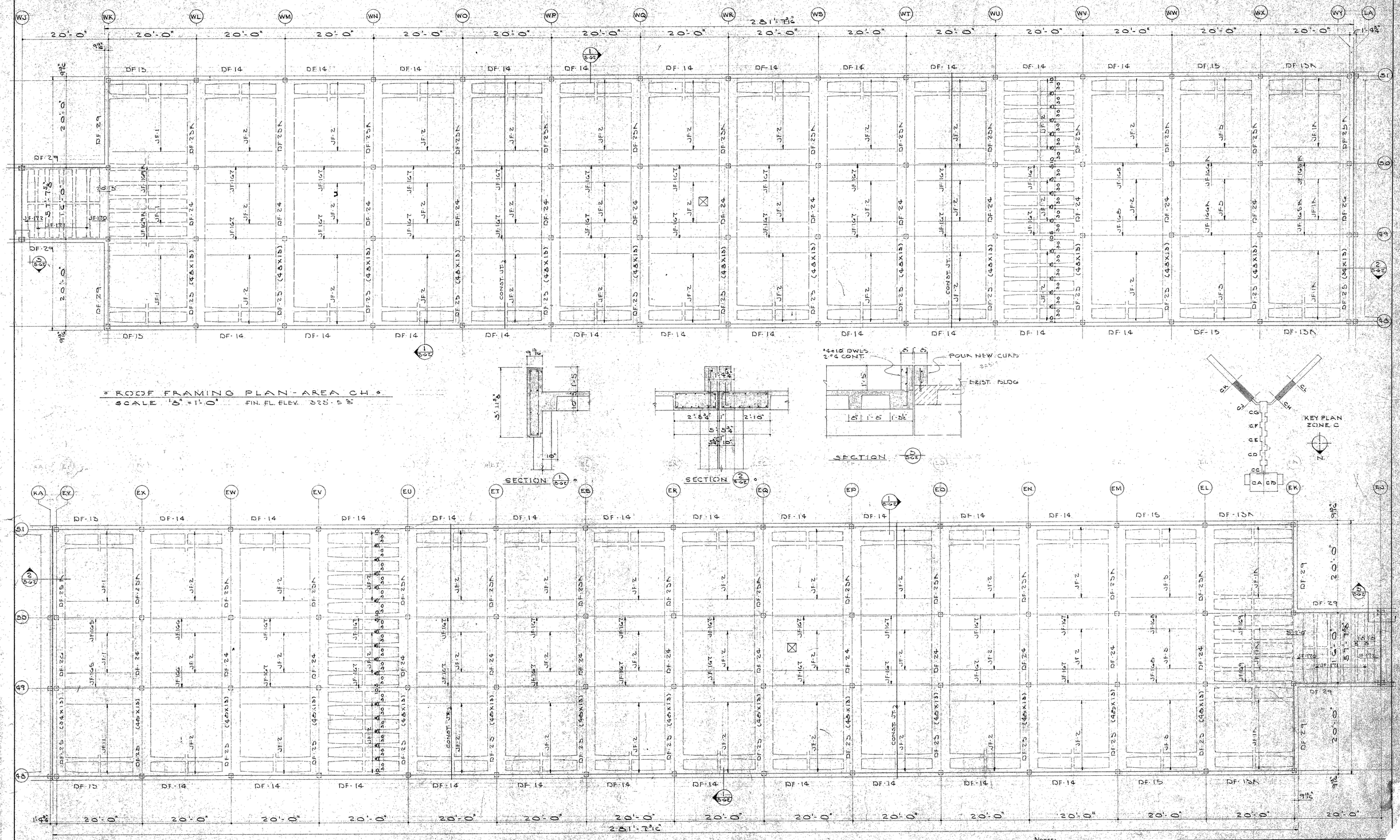
STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013

ROOF FRAMING PLAN - AREA CH
SCALE 1/8" = 1'-0" FIN. FL. ELEV. 325'-5 3/8"



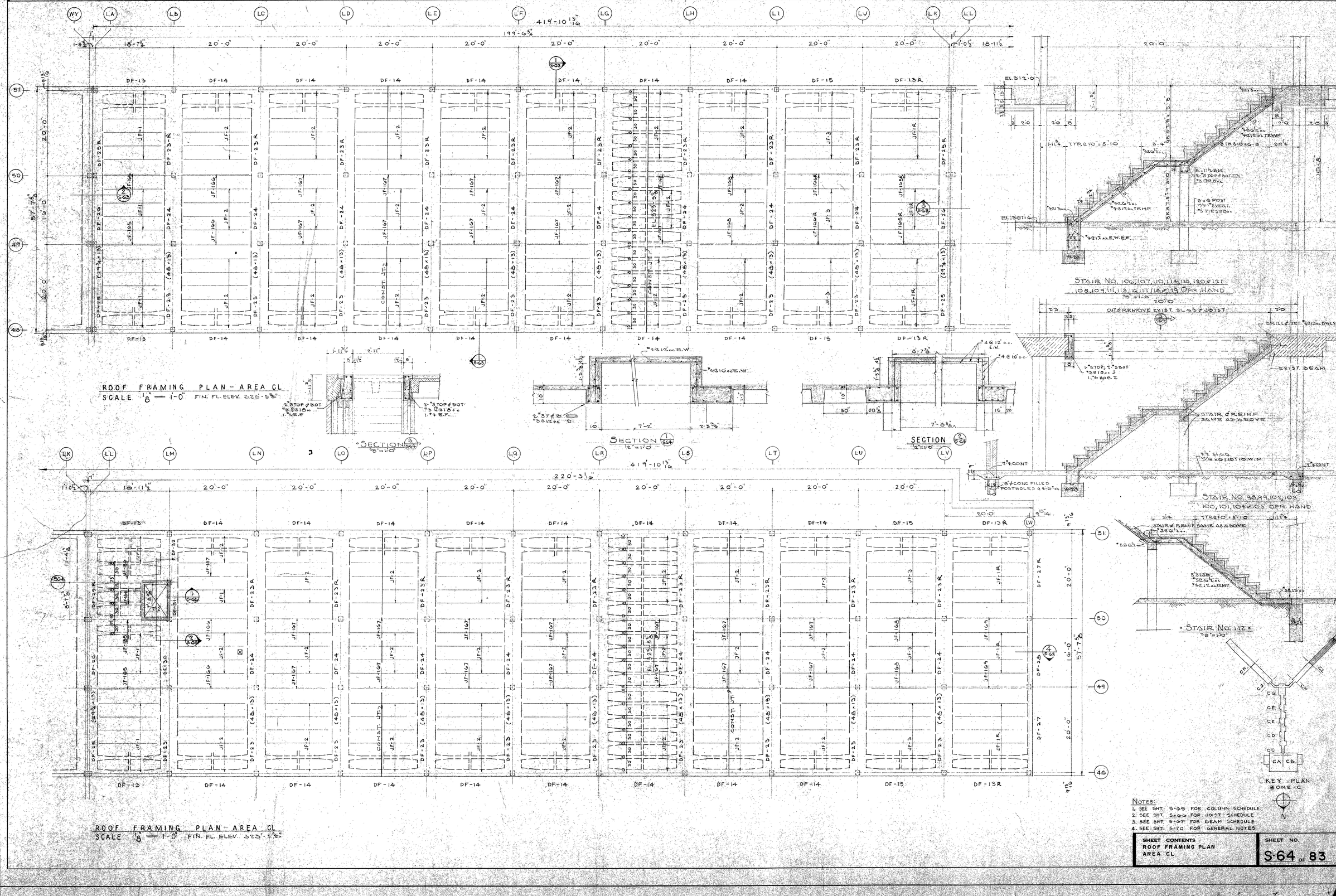
ROOF FRAMING PLAN - AREA CJ
SCALE 1/8" = 1'-0" FIN. FL. ELEV. 325'-5 3/8"

Notes:
1. SEE SHT. S-65 FOR COLUMN SCHEDULE
2. SEE SHT. S-66 FOR JOIST SCHEDULE
3. SEE SHT. S-67 FOR BEAM SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES

SHEET CONTENTS
ROOF FRAMING PLAN
AREA CJ & CH

SHEET NO.
S-62 OF 87

APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



Notes:
1. SEE SHT. S-65 FOR COLUMN SCHEDULE
2. SEE SHT. S-66 FOR JOIST SCHEDULE
3. SEE SHT. S-67 FOR BEAM SCHEDULE
4. SEE SHT. S-70 FOR GENERAL NOTES

SHEET CONTENTS	SHEET NO.
ROOF FRAMING PLAN AREA CL	S-64 OF 83

APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013

COLUMN SCHEDULE EAST & WEST CONCOURSE

| BLDG. | | |

APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

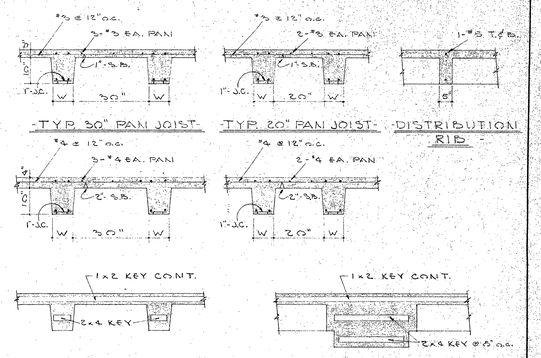
MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013

JOIST SCHEDULE EAST WEST & CENTER CONCOURSE

MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING BOTTOM	REINFORCING TOP RIGHT	SKETCH N OR E	SKETCH S OR W	NOTES
JF-1	8	13	2-#5	2-#5	1-#6 2-#6	5'-0" 5'-0"		
JF-2	8	13		2-#4	2-#5			
JF-3	8	13		2-#4				
JF-4	8	13	1-#4 1-#5	1-#5 1-#5	2-#6			
JF-5	20	13	3-#5	3-#5	2-#6 2-#6	8'-0" C2-#6		
JF-6	20	13		3-#5	4-#5			
JF-7	20	13		3-#5				
JF-8	21	13	2-#6	3-#5	2-#5	2'-0"		
JF-9	21	13		3-#5				
JF-10	21	13		3-#5	4-#5			
JF-11	21	13	2-#6	3-#5	2-#5 2-#6	2'-6"		
JF-12	21	13		3-#5	3-#5			
JF-13	21	13		3-#5	3-#6			
JF-14	21	13		3-#5	2-#8			
JF-15	8	13	1-#4 1-#5	1-#4 1-#5	1-#4			
JF-16	8	13	2-#5	2-#4				
JF-17	8	13	2-#5	2-#5	1-#4			
JF-18	20	13	3-#5	3-#5	2-#6			
JF-19	20	13	2-#6	3-#4				
JF-20	8	13	2-#5	2-#4	2-#6			
JF-21	8	13	2-#6	1-#4 1-#5	2-#5			
JF-22	8	13	2-#5	2-#6	1-#6 2-#5	1'-6" 8'-0"		
JF-23	8	13		2-#5	2-#6			
JF-24	8	13		2-#5				
JF-25	8	13	2-#5	2-#5	1-#6 1-#5	7'6"		
JF-26	8	13		2-#5	1-#6 1-#5			
JF-27	8	13	2-#5	2-#6	1-#6 2-#5	1'-6" 8'-0"		
JF-28	8	13		2-#4	2-#5			
JF-29	8	13	1-#6	2-#4	1-#5	11'-6"		
JF-30	8	13	2-#6	2-#5	2-#5			
JF-31	8	13	2-#5	2-#6		2'-0"		
JF-32	8	13	1-#6 2-#5	2-#5	1-#6			
JF-33	20	13	3-#5	4-#5				
JF-34	20	13	2-#5 2-#6	3-#5	2-#6	12'-6"		
JF-35	20	13		3-#5	2-#5 1-#6			
JF-36	28	13	3-#5	2-#6 2-#7	4-#7			
JF-37	28	13		2-#6 2-#7	4-#6			
JF-38	24	13	3-#5	4-#5	4-#5		#3 @ 12" O.C.	
JF-39	24	13		4-#5	3-#5		#3 @ 18" O.C.	
JF-40	8	13	2-#5	2-#5	2-#6			
JF-41	8	13		2-#5	2-#5			
JF-42	8	13	2-#6	2-#5	2-#5			
JF-43	21	13	3-#6	4-#5	3-#5			
JF-44	20	13		3-#5	3-#5			
JF-45	8	13		2-#5	1-#6 1-#5			
JF-46	20 21	13		3-#5	3-#5			
JF-47	20 21	13		3-#5				
JF-48	20	13	3-#7	4-#5	3-#5	9'-0"		
JF-49	20	13	3-#6	4-#5				
JF-50	21	13		3-#5	3-#5			
JF-51	20 21	13		3-#5	3-#5	9'-0"		
JF-52	21	13	3-#6	4-#5	3-#5			
JF-53	20	13		3-#5	3-#7			
JF-54	20	13		3-#7				
JF-55	20	13	4-#8	4-#7	2-#7			
JF-56	8	13	2-#5	2-#5	2-#6			
JF-57	21	13		3-#5	2-#5 1-#6			
JF-58	20	13		3-#5	2-#5 1-#6			
JF-59	8	13	2-#5	2-#5				
JF-60	25½	13	2-#5 1-#6 2-#5	4-#5	2-#5 2-#6	2'-5" 2'-5" 5'-0" 2'-5"		
JF-61	25½	13	3-#6 2-#5	4-#5	1-#6 2-#6	5'-0" 2'-5"		
JF-62	25½	13	3-#5	5-#5	3-#6 2-#5			
JF-63	8	13	2-#6	2-#5				
JF-64	8	13	1-#6 1-#7	2-#5	2-#5	8'-0"		
JF-65	8	13	2-#6	2-#5	1-#7 2-#6	11'-7"		
JF-66	15	13	3-#5	3-#6	3-#7	8'-6"		
JF-67	15	13		3-#5	2-#6 1-#7			
JF-68	15	13		3-#5				
JF-69	15	13	1-#7 2-#6	3-#5		1'-7"		
JF-70	15	13	2-#7 2-#7	2-#7 2-#7	2-#7	2'-7" 2'-7"		
JF-71	8	13	3-#6	2-#6	2-#5			
JF-72	8	13	2-#5	2-#5	2-#5			
JF-73	15	13		3-#5	1-#6 2-#7	1'-6"		
JF-74	15	13		3-#5	2-#6 2-#7			
JF-75	8	13	2-#6	1-#6 1-#7	2-#6			
JF-76	20	13	3-#6	2-#7 1-#6	3-#6			
JF-77	8	13	2-#6	1-#5 1-#9				
JF-78	15	13	2-#7	2-#7 2-#6				
JF-79	13½	13	3-#5	3-#5	3-#5			
JF-80	15½	13	4-#5	4-#5	4-#5			
JF-81	9	13	2-#6	1-#6 1-#7	2-#6			
JF-82	8	13	2-#5	2-#5	2-#7			
JF-83	8	13		2-#5	2-#5			
JF-84	8	13	2-#5	1-#6 2-#5	2-#5			
JF-85	21	13	3-#5	3-#5	3-#7			
JF-86	21	13		3-#5	3-#5			
JF-87	8	13	2-#5	1-#5 1-#6	1-#6 2-#6	8'-0" C2-#6		
JF-88	8	13		1-#4 1-#5	1-#6 1-#7			
JF-89	8	13		1-#4 1-#5				
JF-90	8	13	2-#5	1-#4 1-#5				
JF-91	8	13	2-#6	1-#4 1-#5				
JF-92	8	13		1-#4 1-#5	2-#5			
JF-93	8	13	2-#6	1-#4 1-#5				
JF-94	24	13	4-#5	4-#5	2-#5			
JF-95	15½	13	4-#6	4-#6		7'-11" 11'-10½"		
JF-96	30	13	2-#5	2-#5		8'-6"		
JF-97	8	13		1-#4 1-#5	1-#7 1-#6			
JF-98	13	13	1-#7 2-#7	3-#7	2-#7	1'-7" 11'-0" 2'-7"		
JF-99	8	13	1-#6 2-#7	1-#6 1-#7	2-#5	9'-0"		
JF100	8	13	2-#5	1-#5 1-#6	1-#7 2-#6	8'-0" C2-#6		
JF101	20	13	3-#5	3-#5	5-#7	9'-0"		
JF102	8	13	2-#5	1-#4 1-#5	1-#6 1-#7			
JF103	8	13	2-#5	2-#7	1-#6 2-#7	C2-#7		
JF104	8	14		2-#6	2-#7			
JF105	8	14		2-#6	1-#7 1-#5			
JF106	13	13	1-#7 2-#7	3-#7	2-#7	2'-7"		
JF107	13	14	2-#8	1-#7 1-#8	1-#7 2-#8	2'-8"		
JF108	8	14	2-#5	1-#6 1-#7		7'-0"		
JF109	8	14		1-#4 1-#5	3-#6			
JF110	8	14	2-#5	1-#6 1-#7	1-#7 2-#7	7'-0" 12'-3" 2'-7" C2-#6		
JF111	8	14		2-#6	1-#7 1-#6	8'-0"		
JF112	8	14		2-#6	2-#7			
JF113	8	14		2-#6				
JF114	8	14	1-#6 2-#7	2-#6 1-#7	2-#6	8'-0" 12'-3" 2'-7"	#3 U 18'-5", 10 @ 6", EA. END	
JF115	13	14	1-#7 2-#6	2-#7 1-#6	2-#7	2'-8"		
JF116	20	14	4-#5	4-#5				
JF117	8	14	2-#6	1-#5 1-#9			EXTEND TOP BAR INTO SLAB WHERE POSSIBLE	
JF118	21	14	2-#7	2-#8 1-#7				
JF119	24½	14	5-#5	5-#7		9'-0"	#3 U 1 @ 9" THEN @ 18" O.C.	
JF120	8	14	2-#6	1-#5 1-#9				
JF121	8	13	2-#5	1-#5 1-#6	1-#6 2-#6	1'-6"		
JF122	8	13		1-#4 1-#5	1-#7 2-#6	9'-0"		
JF123	8	13		1-#5 1-#6	3-#6	1'-6"		
JF124	8	13		1-#4 2-#7	1-#6 2-#7			
JF125	13	13		2-#7 1-#6	1-#6 2-#7			
JF126	20	13		3-#5				
JF127	15½	13		3-#5	3-#5			
JF128	36½	14	5-#5	5-#6	8-#6			
JF129	36½	14		5-#6	5-#5			
JF130	8	14	2-#5	2-#5	2-#5			
JF131	11½	14	2-#5	2-#5		2'-0"		
JF132	16½	14	4-#6	4-#8			#2 ☐ @ 12" O.C.	
JF133	21	14	4-#7	2-#7 2-#6	2-#6 4-#7 3-#8	2'-6" 3'-5½" 3'-5½"		
JF134	21	14		2-#7 2-#6	4-#7			
JF135	8	13	1-#4 1-#5	1-#4 1-#5	2-#6			
JF136	18	13	2-#8	2-#7 2-#8	2-#6 2-#8	2'-10½"		
JF137	8	13	1-#6 1-#7	2-#5	1-#6 1-#7			
JF138	8	13	2-#6	1-#8 1-#9				
JF139	26	13	5-#5	5-#7		2'-0"	#2 ☐ @ 13" O.C.	
JF140	18	13	4-#5	4-#7		2'-0"	#2 ☐ @ 10" O.C.	
JF141	8	13	2-#5	2-#5		2'-0"	#2 ☐ @ 8" O.C.	
JF142	8	13	3-#6	1-#4 1-#5				
JF143	12	13	2-#5	2-#5				
JF144	12	14	2-#5	2-#5				
JF145	8	14	2-#5	2-#5		2'-0"		
JF146	17	14		4-#6	4-#5			
JF147	8	14	1-#4 1-#5	1-#4 1-#5	2-#7			
JF148	8	14		2-#6	2-#7			
JF149	18	14	2-#8	2-#7 2-#8	2-#6 2-#8	2'-8"		
JF150	20	14		4-#5	4-#6			
JF151	20	14		4-#5				
JF152	20	14	4-#6	4-#5	4-#5			
JF153	8	14	1-#4 1-#5	1-#4 1-#5	2-#7			
JF154	20½	14	2-#5 2-#8	4-#6	4-#5	2'-0"	2-#5 EXTENDED IN TO SLAB	
JF155	33½	14	4-#5 2-#8	5-#6	5-#5	4'-6"	4-#5 EXTENDED IN TO SLAB	
JF156	15	14	4-#5	4-#5				
JF157	8	14	1-#7 2-#7	1-#6 1-#7	1-#7 2-#7	1'-7"		
JF158	13	14	1-#8 2-#7	3-#7	1-#8 2-#7	1'-7" 11'-8½"		
JF159	20	13	3-#6	4-#7				
JF160	8	14	1-#4 1-#5	1-#4 1-#5	2-#7			
JF161	8	14	2-#7	1-#4 1-#5	1-#4 1-#5			
JF162	20	14	4-#6	4-#6				
JF163	20	13	5-#7	3-#5				
JF164	20	13	3-#6	4-#5	3-#5			
JF165	15	13	2-#5	4-#5	3-#6			
JF166	15	13		3-#4	3-#5			
JF167	15	13		3-#4	3-#5			
JF168	15	13		3-#4				
JF169	15	13	3-#6	3-#5	2-#5	8'-0"		
JF170	27	13	2-#6 2-#5	4-#7	2-#6 2-#5	2'-6" 2'-6"		
JF171	8	13	2-#4	2-#5	2-#4			
JF172	15½	13	3-#4	3-#5	3-#4			
JF173	15	13		3-#5	2-#6 1-#5			
JF174	15	13	2-#8 2-#7	2-#6 1-#5	1-#7 2-#6	1'-7"	2-#7 & 2-#8 EXTEND INTO BEAM CF. 27	
JF175	15	13		2-#6 1-#5				
JF176	8	14	2-#5	2-#5	3-#6			
JF177	8	14		2-#5	2-#5			
JF178	36½	14	2-#5 2-#5	6-#5	5-#6 4-#6	5'-6"		
JF179	36	14½		5-#5				
JF180	36½	14	4-#7 4-#6	7-#6	2-#5 2-#8	11'-7"		
JF181	21	14	2-#5 2-#5	5-#5	2-#7 3-#7	12'-9" 2'-7"		
JF182	21	14	2-#6 3-#6	4-#5		2'-6"		
JF183	21	14	2-#7 3-#6	4-#5	2-#5 2-#5	2'-7" 2'-7"		
JF184	8	13	2-#4	2-#4	2-#4			
JF185	25 20½	13	3-#5	5-#5	2-#6 3-#5	2'-6"		
JF186	23	13	3-#5	5-#5	2-#5 2-#5	2'-6"		
JF187	8	13		2-#4	2-#5			
JF188	8	13	2-#6	2-#5	2-#5			
JF189	15	13		3-#6	1-#8 2-#7	1'-6"		
JF190	15	13	2-#6 2-#7	2-#6 1-#5	2-#7 2-#7			
JF191	15	13		2-#6 1-#5	2-#6 1-#7			
JF192	20	13 14	3-#6	4-#7	3-#6		SEE SECTION 8/S-57	
JF193	8	14	2-#6	1-#6 1-#7	2-#6			
JF194	9	14	2-#6	1-#6 1-#7	2-#6			
JF195	8	13	2-#5	1-#6 1-#7				
JF196	8	13	2-#7	2-#5	2-#5	6'-0"		
JF197	20	13	3-#5	3-#6	3-#7	8'-0"		
JF198	20	13		3-#5	3-#5			
JF199	12	13	3-#5	3-#6	3-#7	6'-0"	#3 U 18'-3, 12 @ 6" C/C INTERIOR	
JF200	18	13		3-#5	3-#5			
JF201	7	18	2-#5	1-#7 1-#8	1-#6 2-#7	1'-6"	#3 U 18'-3, 12 @ 6" THRU	
JF202	10	13		2-#5	2-#5			
JF 203	15½	14	4-#5	4-#5	4-#5			
JF-204	8	15	2-#6	1-#5 1-#6	1-#6 2-#7			
JF-205	8	15		1-#5 1-#6	2-#5			
JF-206	21	13	3-#5	3-#5	4-#7			
JF207	21	15		3-#5	3-#5			



SHEET CONTENTS
JOIST SCHEDULE
EAST, WEST & CENTER CONCOURSE

SHEET NO. S-66 OF 83

APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

DATE APRIL 15, 1970
COMMISSION NO. 66013

BEAM SCHEDULE EAST WEST & CENTER CONCOURSE

MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING BOTTOM	REINFORCING TOP RIGHT	SKETCH N OR E	SKETCH S OR W	STIRRUPS SIZE	STIRRUPS TYPE	STIRRUPS SPACING EACH END UNLESS NOTED	NOTES
DF-1	54	13	6'-8	8'-7	5'-7						
DF-2	54	13	5'-8	8'-5							
DF-3	48	18	6'-8	9'-8	4'-8			#3		18@3, 7@6"o.c.	
DF-4	48	18	2'-8	8'-7	2'-8						
DF-5	25	18	5'-6	5'-8	2'-6			#3		18@3, 18@4"o.c. EXT. END	
DF-6	36	18	4'-7 / 2'-7	9'-7	4'-7			#3		18@3, THEN @ 12"o.c.	
DF-7	36	18	4'-7 / 2'-7	9'-7	4'-7			#3		18@3, THEN @ 12"o.c.	
DF-8	18	44	4'-7	4'-8 U.L. 6'-8 L.L.				#3		18@3, THEN @ 12"o.c.	2-#4 E.F. TEMP.
DF-9	54	13	5'-7	8'-7	10'-7						
DF-10	54	13		8'-5	8'-6						
DF-11	54	13		8'-5							
DF-12	48	18	8'-8	8'-7	2'-8						
DF 13	9½	47½	2'-7	2'-7	2'-7			#3		18@3, THEN @ 12" o.c.	2-#4 E.F. TEMP.
DF 14	9½	47½		2'-7	2'-7			#3		18@3, THEN @ 12" o.c.	2-#4 E.F. TEMP.
DF 15	9½	47½		2'-7				#3		18@3, THEN @ 12"o.c.	2-#4 E.F. TEMP.
DF 16	9½	47½	1'-8	2'-7	1'-8			#3		18@3, THEN @ 12"o.c.	2-#4 E.F. TEMP.
DF 17	9½	47½		2'-7	2'-7			#3		18@3, THEN @ 12"o.c.	2-#4 E.F. TEMP.
DF 18	9½	47½	2'-7	2'-7				#3		18@3, THEN @ 12"o.c.	2-#4 E.F. TEMP.
DF 19	9½	47½	2'-7	2'-7				#3		18@3, THEN @ 12"o.c.	2-#4 E.F. TEMP.
DF 20	9½	47½	4'-5 / 2'-7	4'-5 / 2'-7				#3		18@3, THEN @ 12" o.c.	2-#4 E.F. TEMP.
DF 21	54	13		8'-5	2'-8						
DF 22	54	13	6'-5	8'-7							
DF 23	48	13	5'-7	8'-7							
DF 24	40	13	2'-7 / 2'-7	6'-5	4'-7						
DF 25	23½	13	4'-5	6'-6				#3		18@3, THEN @ 18"o.c.	
DF 26	29½	13	5'-7	4'-5	5'-7			#3		18@3, THEN @ 18"o.c.	
DF 27	9½	47½	2'-7	2'-7	2'-7			#3		18@3, THEN @ 12"o.c.	2-#4 E.F. TEMP.
DF 28	9½	47½		2'-7				#3		18@3, THEN @ 12"o.c.	2-#4 E.F. TEMP.
DF 29	9½	47½	2'-7	2'-7				#3		18@3, THEN @ 12"o.c.	2-#4 E.F. TEMP.
DF 30	48	13	10'-7	6'-5							
DF 31	29½	13	2'-5 / 2'-6	4'-5	2'-5			#3		@ 12" o.c.	
DF 32	48	13		6'-5	6'-5						
DF 33	29½	13	4'-6	4'-5				#3		18@3, THEN @ 18"o.c.	
DF 34	11½	13	2'-5 / 2'-6	2'-5	2'-5			#3		18@3, THEN @ 12"o.c.	
DF 35	29½	13		4'-5	4'-5			#3		18@3, THEN @ 18"o.c.	
CF-1	48	21	8'-7	10'-8	6'-8			#3		18@3, 13@6"o.c.	
CF-2	48	18	6'-8	7'-6							
CF-3	48	18	6'-6	8'-8	8'-6			#3		18@3, 11@6"o.c.	
CF-4	48	18	6'-7	6'-6							
CF-5	48	18	4'-7	10'-7	7'-6			#3		18@3, 8@6"o.c.	
CF-6	48	21	8'-7	10'-8	6'-9			#3		18@3, 13@6"o.c.	
CF-7	48	18		6'-6	6'-5						
CF-8	23½	21	6'-5	5'-7 U.L. 2'-6 L.L.	3'-8 2'-8			#3		18@3, 12@6" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-9	23½	21		5'-5 U.L. 2'-6 L.L.	2'-7 2'-7			#3		18@3, 12@6" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-10	23½	21		5'-5 U.L. 2'-6 L.L.	4'-8 2'-8			#3		18@3, 12@6" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-11	23½	21		5'-5 U.L. 2'-6 L.L.	3'-8 2'-8			#3		18@3, 6@4, 11@6" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-12	23½	21		5'-5 U.L. 2'-6 L.L.	3'-7 2'-7			#3		18@6" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-13	23½	21		6'-7 U.L. 2'-6 L.L.	6'-8			#3		18@3, 12@6" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-14	48	21	10'-8	9'-7	4'-8			#3		18@3, 8@6"o.c.	
CF-15	48	18	8'-6	9'-6	4'-8			#3		18@3, 12@6"o.c.	
CF-16	48	18	5'-8	11'-7	8'-7			#3		18@3, 11@6"o.c.	
CF-17	18	21	3'-6	2'-5 10 U.L. 2'-6 L.L.				#3		18@3, 12@6"o.c.	
CF-18	48	18	6'-7	7'-6							
CF-19	48	21	4'-8	9'-7	4'-8			#3		18@3, 8@6"o.c.	
CF-20	48	18	8'-7	10'-7	4'-8			#3		18@3, 8@6"o.c.	
CF 21	48	21	5'-8	9'-7	5'-8			#3		18@3, 8@6"o.c.	
CF 22	48	18	1'-7	6'-6	6'-5						
CF 23	15½	21	2'-6 / 2'-6	3'-7 U.L. 2'-6 L.L.	3'-7 2'-7			#3		18@3, 12@3, 4@3, 9@4" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 24	15½	21		4'-7 U.L. 2'-6 L.L.	3'-6 2'-7			#3		18@4, 8@9" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 25	15½	21		4'-7 U.L. 2'-6 L.L.				#3		18@4, 5@9" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 26	15½	21	4'-7	4'-7 U.L. 2'-6 L.L.	4'-7			#3		18@3, 12@3, 4@4" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 27	19	18		2'-7 / 2'-7				#3		18@3, 18@4, 5@4" @ 12"o.c.	
CF 28	15½	21		4'-5 U.L. 2'-6 L.L.	2'-7 2'-7			#3		18@4, 8@9" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 29	19½	21		4'-5 U.L. 2'-6 L.L.				#3		18@6", THEN @ 12" o.c.	1-#4 O.F. TEMP.
CF 30	19½	21	2'-7 / 2'-7	4'-6 U.L. 2'-6 L.L.	1'-6 2'-6			#3		18@6", THEN @ 12" o.c.	1-#4 O.F. TEMP.
CF 31	23½	21	2'-6 / 2'-6	5'-7 U.L. 2'-6 L.L.	2'-7 2'-7			#3		18@3, 12@3, 4@3" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 32	23½	21		4'-6 U.L. 2'-6 L.L.	2'-6 2'-6			#3		18@3, 15@3" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 33	24	21	2'-9 / 2'-9	4'-7 U.L. 2'-6 L.L.	8'-7			#4		18@3, 14@6", THEN @ 12"o.c. INT. 18@3, 7@6, 8@9" O.C. EXT.	
CF 34	19 / 17½	18		5'-5	2'-8			#3		18@3, 16@6" THEN @ 12"o.c.	
CF 35	17	18		5'-9	2'-8			#3		18@3, 16@6" THEN @ 12"o.c.	
CF 36	15½	21		4'-7 / 2'-6	2'-6 / 2'-8			#3		18@4, 8@9" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-37	36	21	4'-7 / 2'-7	7'-9	2'-7			#3		18@3, THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-38	23½	21	4'-8 / 2'-7	5'-7 U.L. 2'-6 L.L.	4'-8 2'-8			#3		18@3, 12@6", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-39	23½	23½		5'-6 U.L. 2'-6 L.L.	6'-8			#3		18@3, 12@6", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-40	23½	23½	4'-8 / 2'-7	5'-7 U.L. 2'-6 L.L.	4'-7 2'-7			#3		18@3, 12@6" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-41	23½	23½		5'-5 U.L. 2'-6 L.L.	4'-8			#3		18@3, 12@6" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-42	48	18	8'-7	11'-7				#3		18@3, 11@6"o.c.	
CF-43	48	18	11'-7	6'-6							
CF-44	48	18	8'-7	8'-6							
CF-45	48	18	8'-8	6'-6							
CF-46	10	21	2'-6	1'-8 U.L. 2'-6 L.L.				#3		@ 12" o.c.	1-#4 E.F. TEMP.
CF-47	10	21	3'-6	2'-4 10 U.L. 2'-6 L.L.				#3		18@4, 9@6½" THEN @ 12"o.c.	1-#4 E.F. TEMP.
CF-48	10	21	2'-8	2'-8				#3		18@6" THEN @ 12"o.c.	EXTEND TOP BARS WHERE 1-#4 E.F. TEMP. - POSSIBLE
CF-49	29½	18	4'-7	6'-7				#4		18@4, 5@6½" THEN @ 12"o.c.	
CF-50	29½	18	6'-7	5'-8				#4		18@6", THEN @ 12"o.c.	
CF-51	33½	23½		5'-6 U.L. 4'-6 L.L.	2'-7 2'-7			#3		18@6", THEN @ 12"o.c.	1-#4 E.F. TEMP.
CF-52	33½	23½	2'-6 / 2'-6	5'-6 U.L. 4'-6 L.L.	2'-7 2'-7			#3		18@6", THEN @ 12"o.c.	1-#4 E.F. TEMP.
CF-53	25	21	3'-7	2'-8 2'-9	4'-6			#3		18@2, 9@4" THEN @ 12"o.c.	
CF-54	14	21	1'-8 / 2'-7	2'-6 1'-8 6 LL.	1'-8			#3		18@4, THEN @ 9"o.c.	
CF-55	15	21	1'-8 / 2'-8	2'-9 2'-8	1'-8			#3		18@3, 9@6" THEN @ 8"o.c.	
CF-56	15	21	3'-7	3'-9				#3		18@4, THEN @ 8"o.c.	
CF-57	14	21	1'-8 / 2'-8	3'-9 2'-9 6 LL.	1'-8			#3		18@3, 7@6", THEN @ 9"o.c.	
CF-58	36	21	2'-7	7'-9	2'-7			#3		18@3, THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-59	30½	21 / 23½	4'-8 / 2'-7	6'-8 U.L. 2'-6 L.L.	2'-7 2'-7			#3		18@3, THEN @ 12"o.c.	1-#4 E.F. TEMP.
CF-60	15½	21 / 23½	3'-7 / 2'-8	4'-7 2'-6 U.L.	3'-7 2'-8			#3		18@3, 4@4, 2@7 THEN @ 12"o.c.	1-#4 E.F. TEMP.
CF-61	23½	21 / 23½	6'-8	6'-6 7 U.L. 6 L.L.	2'-7 2'-7			#3		18@3, 12@6", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-62	19½	21 / 23½		5'-5 U.L. 2'-6 L.L.	3'-6 2'-7			#3		18@3, THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-63	23½	21 / 23½	2'-7	5'-5 U.L. 2'-6 L.L.	4'-8 2'-9			#3		18@2, 6@4, 3@11@6", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-64	23½	21 / 23½		5'-5 U.L. 2'-6 L.L.	2'-7 2'-7			#3		18@3, 12@6" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-65	10	VARIES	2'-8	2'-10 2'-6				#3		18@4, THEN @ 9"o.c.	1-#4 E.F. TEMP. SEE SECTION 4/S-52
CF-66	25	21	4'-6	7'-9	2'-7 2'-7			#4		@ EXT. END 18 FACE OF COL. 12@4" @ INT. END 18@4, 8@9" THEN @ 12"o.c.	
CF-67	25	21	3'-7	4'-9	4'-6			#3		18@3, 9@4", THEN @ 12"o.c.	
CF-68	14	21	2'-8	4'-8	3'-8			#3		18@3, 4@6" THEN @ 9"o.c.	
CF-69	25	21	4'-6	6'-9	1'-8 2'-7			#4		@ EXT. END 18 FACE OF COL. 12@4" @ INT. END 18@4, 8@9" THEN @ 12"o.c.	
CF-70	23½	21 / 23½	2'-10	9'-8 U.L. 2'-6 L.L.	2'-10			#5		18@6", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-71	10	23½	2'-8	2'-8				#3		@ 12" o.c.	1-#4 E.F. TEMP.
CF-72	10	21 / 23½	3'-6	2'-10 2'-6				#3		18@4, 9@9", THEN @ 12"o.c.	1-#4 E.F. TEMP.
CF-73	10	23½	2'-6	2'-7				#3		@ 12" o.c.	1-#4 E.F. TEMP.
CF-74	22	18	4'-6	5'-8 2'-6	5'-6			#3		@ 12" o.c.	
CF-75	14	21	2'-7 / 2'-8	4'-9 2'-6 L.L.	3'-7			#3		18@3, 9@6", THEN @ 10"o.c.	
CF-76	48	18	7'-8	8'-7	1'-8						
CF-77											
CF-78	48	18	8'-6	10'-7	1'-8			#3		18@3, 8@6"o.c.	
CF-79	48	18	7'-6	9'-7	10'-8			#3		18@3, 9@6"o.c.	
CF-80	48	18		7'-6	9'-7			#3		18@3, 7@6"o.c.	
CF 81	48	18		7'-6							
CF 82	48	21	10'-8	10'-7	4'-6			#3		18@3, 10@6"o.c.	
CF 83	48	18	5'-8	7'-8							
CF 84	48	18	8'-7	11'-7	4'-8			#3		18@3, 11@6"o.c.	
CF 85	48	21	12'-8	10'-8	8'-7			#3		18@3, 13@6"o.c.	
CF 86	30½ / 25½	18	3'-6	3'-6 4/3'-5 2'-6 L.L.	4'-8 4'-10 3'-7			#3		18@3, 12@4, 10@6", THEN @ 12"o.c.	SEE SECTION 7/S-40 1-#4 O.F.
CF 87	48	18		7'-6	8'-7			#3		18@3, 7@6"o.c.	
CF 88	48	21	11'-8	9'-8	8'-7					18@3, 13@6"o.c.	
CF 89	48	18		6'-6	8'-7						
CF 90	48	18		6'-6							
CF 91	15½	21 / 23½	2'-6 / 2'-6	4'-7 U.L. 2'-6 L.L.	3'-7 2'-7			#3		18@4, 10@9", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 92	15½	21 / 23½		4'-6 U.L. 2'-6 L.L.	2'-7 2'-7			#3		18@4, 8@9", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 93	15½	21 / 23½		4'-5 U.L. 2'-6 L.L.				#3		18@4, 8@9", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 94	15½	21 / 23½	2'-6 / 2'-6	3'-7 2'-6 2'-7 6 LL.	2'-7 3'-7			#3		18@4, 5@6, 8@9", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 95	15½	21 / 23½	2'-6 / 2'-6	4'-7 2'-6 U.L.				#3		18@3, 5@6, 6@9" THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 96	23½	21 / 23½	6'-5	5'-7 U.L. 2'-6 L.L.	4'-7 3'-7			#3		18@3, 12@6", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 97	30½	21 / 23½		5'-7 U.L. 2'-6 L.L.	4'-7 4'-8 5'-10			#3		18@6", THEN @ 12"o.c.	1-#4 E.F. TEMP.
CF 98	23½	21 / 23½	2'-7 / 4'-7	5'-6 U.L. 2'-6 L.L.	2'-7 4'-7			#3		18@3, 12@6", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 99	23½	21 / 23½		5'-7 U.L. 2'-6 L.L.	4'-8 2'-7			#3		18@3, 12@6", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF 100	23½	21 / 23½	6'-5	6'-6 U.L. 2'-6 L.L.	4'-6			#3		18@3, THEN @ 6"o.c.	1-#4 O.F. TEMP.

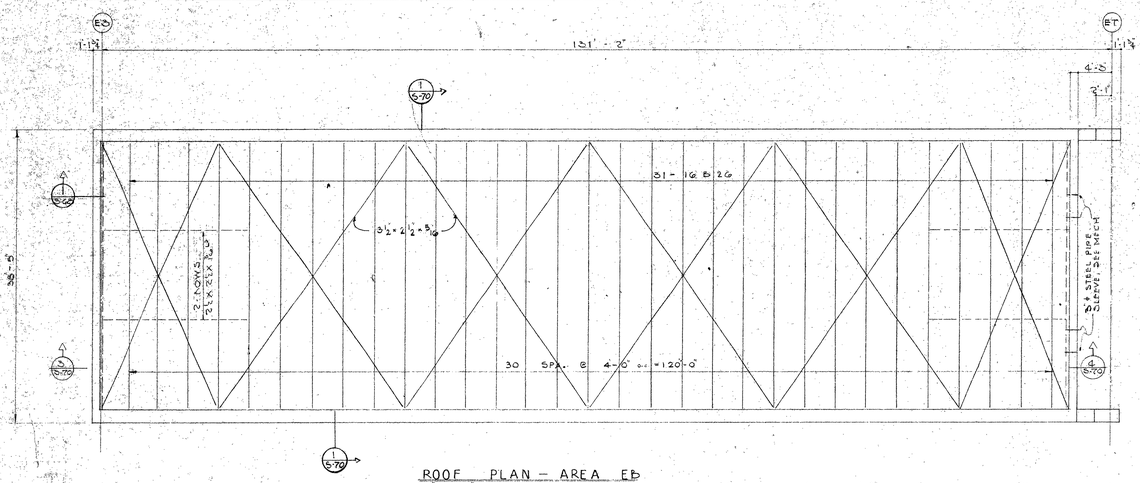
NOTE: BEAMS 24" WIDE & WIDE WHERE STIRRUPS ARE NOT REQ'D ARE TO HAVE 3 SPACER BARS @ 6"o.c. BOTT.

MARK	SIZE W	SIZE D	REINFORCING TOP LEFT	REINFORCING BOTTOM	REINFORCING TOP RIGHT	SKETCH N OR E	SKETCH S OR W	STIRRUPS SIZE	STIRRUPS TYPE	STIRRUPS SPACING EACH END UNLESS NOTED	NOTES
CF-101	23½	21 / 23½		6'-7 2'-8	4'-7 2'-8			#3		18@3, THEN @ 6"o.c.	1-#4 O.F. TEMP.
CF-102	10	23½	2'-6	2'-7	2'-7 1'-7			#3		18@3, 8@6", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-103	24	18	4'-7	2'-9 3'-8	4'-7			#3		18@3, 13@6", THEN @ 12"o.c.	
CF-104	21	18	2'-6 2'-6	5'-8	2'-6 2'-6			#3		18@3, 6@6, THEN @ 12"o.c.	
CF-105	21	18	2'-6 2'-6	5'-8	2'-6 2'-6			#3		18@3, 6@6, THEN @ 12"o.c.	
CF-106	8	18	2'-5	2'-5				#3		@ 8" o.c.	
CF-107	14	21	4'-7	2'-9 2'-8 6 LL.	3'-7			#3		18@4, THEN @ 9"o.c.	
CF-108	25	21	4'-6	6'-9	2'-8 2'-8			#4		@ EXT. END 18 FACE OF COL. 12@4" @ INT. END 18@4, THEN @ 12"o.c.	
CF-109	25	21	2'-6 2'-6	2'-9 3'-8	3'-6			#4		18@4, THEN @ 12"o.c.	
CF-110	23½	21 / 23½	4'-5 4'-5 2'-7	5'-5 2'-6 U.L.	4'-7 2'-7			#3		18@3, THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-111	23½	21 / 23½	4'-6	5'-5 7 U.L. 2'-6				#3		18@3, 12@6", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-112	23½	21 / 23½	4'-8	5'-8 5 U.L. 2'-6	4'-8			#3		18@6", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-113	VARIES	18	5'-7	5'-8				#3		18@3, 10@6" THEN @ 12"o.c.	SEE PLAN
CF-114	48	18	6'-8 2'-8	6'-6							
CF-115	29½	18	4'-7	6'-6				#4		18@6", THEN @ 12"o.c.	
CF-116	29½	18	5'-7	5'-8				#4		18@6", THEN @ 9"o.c.	
CF-117	23½	21 / 23½	6'-5	5'-8 2'-6 U.L.				#3		18@3, THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-118	23½	21 / 23½	4'-7 2'-7	2'-6 7 U.L. 2'-6 U.L.	4'-8 4'-2			#3		18@3, 12@6", THEN @ 12"o.c.	1-#4 O.F. TEMP.
CF-119											
CF-120	24	21	2'-7 5'-7	4'-9 5'-8 2'-6 U.L.	3'-7 2'-8			#4		@ EXT. END 18 @ 3, 7@6", @ 8@9"o.c. @ INT. END 18@4, 10@9" THEN @ 12"o.c.	
CF-121	11½	18	2'-6 2'-5	2'-5	2'-5			#3		18@3, THEN @ 12"o.c.	
CF-122	29½	18		5'-5	4'-7			#4		18@6", THEN @ 12"o.c.	
CF-123	48	18	5'-6 5'-7	6'-6				#3		18@3, 11@6"o.c.	
CF-124	29½	18	2'-5	5'-5	2'-5			#3		18@6", THEN @ 12"o.c.	
CF-125	48	18		6'-6	6'-5						
BF 1	54	13	6'-5	6'-5	6'-5			#3		18@3, 3@6"	
BF 2	54	14	7'-5	8'-5	7'-5			#3		18@3, 3@6"	
BF 3	48	18	7'-7	10'-7	6'-7 10'-6			#3		18@3, 10@6"	
BF 4	48	18		8'-5				#3		18@3, 10@6"	
BF 5	48	18		8'-5				#3		18@3, 10@6"	
BF 6		13	7'-6	14'-6	7'-6						
BF-7	48	18	8'-6	9'-7	9'-8			#3		18@3, 9@6"o.c.	
BF-8	54	13		8'-5	7'-5						
BF-9	36	18	5'-6	9'-7	5'-6						
BF-10	24	18	6'-7	6'-8	4'-7			#3		18@3, 14@6", THEN @ 12"o.c.	
BF-11	24	18	4'-7	5'-8	4'-7 4'-7			#3		18@3, 14@6", THEN @ 12"o.c.	
BF 12	24	18		5'-8	4'-7			#3		18@3, 14@6", THEN @ 12"o.c.	
BF 13	34	18		10'-7	5'-7			#4		@ EXT. END 18@3, 14@6", @ INT. END 18@6", THEN @ 12"o.c.	
BF 14	21	18	2'-6 2'-6	5'-8	2'-6 2'-6			#3		18@3, 5@6", THEN @ 12"o.c.	
BF 15	8	18	2'-8	2'-5				#3		@ 8" o.c.	
BF 16	54	14		7'-6	7'-6			#3		18@3, 10@6"o.c.	TIES INT. 15 SPAN ONLY
BF 17	34	19	5'-7	10'-7	5'-7			#4		@ EXT. END 18@3, 14@6", THEN @ 12"o.c. @ INT. END 18@6", THEN @ 12"o.c.	
BF 18	21	19	2'-6 2'-6	5'-8	2'-6 2'-6			#3		18@3, 8@6", THEN @ 12"o.c.	
BF 19	8	19	2'-5	2'-5				#3		18@4, 8@6" THEN @ 12"o.c.	1-#4 E.F. TEMP.
BF 20	11½	24	1'-8 2'-7	3'-6	1'-8 2'-7			#3		18@4, 8@6", THEN @ 12"o.c.	1-#4 E.F. TEMP.
BF 21	11½	24		3'-6	2'-7			#3		18@4, 8@6", THEN @ 12"o.c.	
BF 22	48	19	8'-6	8'-8	11'-8			#3		18@3, 13@6"o.c.	
BF 23	22½	18	3'-8	2'-9 3'-8				#3		18@3, 8@6", THEN @ 12"o.c.	
BF 24	14	18		4'-7	3'-7 4'-7			#3		18@3, 14@6", THEN @ 12"o.c.	
BF 25	24	18	4'-7	6'-8	5'-7			#3		18@3, 14@6", THEN @ 12"o.c.	
BF 26	54	14		7'-6	7'-6						
BF 27	54	14		7'-6				#3		18@3, 10@6"o.c.	TIES @ 15'-0 SPAN ONLY
BF 28	24	19	5'-7	5'-9	5'-7			#3		18@3, 13@6", THEN @ 12"o.c.	
BF 29	54	13	7'-6	7'-6							
BF 30	48	18	7'-6	7'-6	8'-6						
BF 31	24	18	5'-7	6'-8	2'-8 3'-7			#3		18@3, 14@6", THEN @ 12"o.c.	
BF 32	24	18	4'-5	6'-6				#3		18@6", THEN @ 12"o.c.	
BF 33	48	18	10'-8	9'-8	7'-7			#3		18@3, 13@6"o.c.	
BF 34	54	14	8'-6	7'-6							
BF 35	48	19	8'-7	6'-6	6'-7						
BF 36	29½	19	4'-6 8'-8	5'-9	8'-8			#4		18@3, 13@6", THEN @ 12"o.c.	
BF 37	11½	30	3'-7	3'-9	3'-11			#3		18@6", THEN @ 12"o.c.	1-#4 E.F.
BF 38	34	19	5'-7	10'-7	3'-7 5'-8			#4		18@3, 14@6", THEN @ 12"o.c.	
BF 39	34	19		10'-7	5'-7			#4		18@3, 14@6", THEN @ 12"o.c.	
BF 40	48	18	8'-7	8'-7	11'-8			#3		18@3, 11@6"	
BF 41	48	18		8'-7	8'-7			#3		18@3, 11@6"	
BF43	54	13	6'-5	9'-6	9'-7			#3		18@3, 9@6"	
BF45	56	13		6'-5	7'-7						
BF46	56	13		6'-5	7'-6						

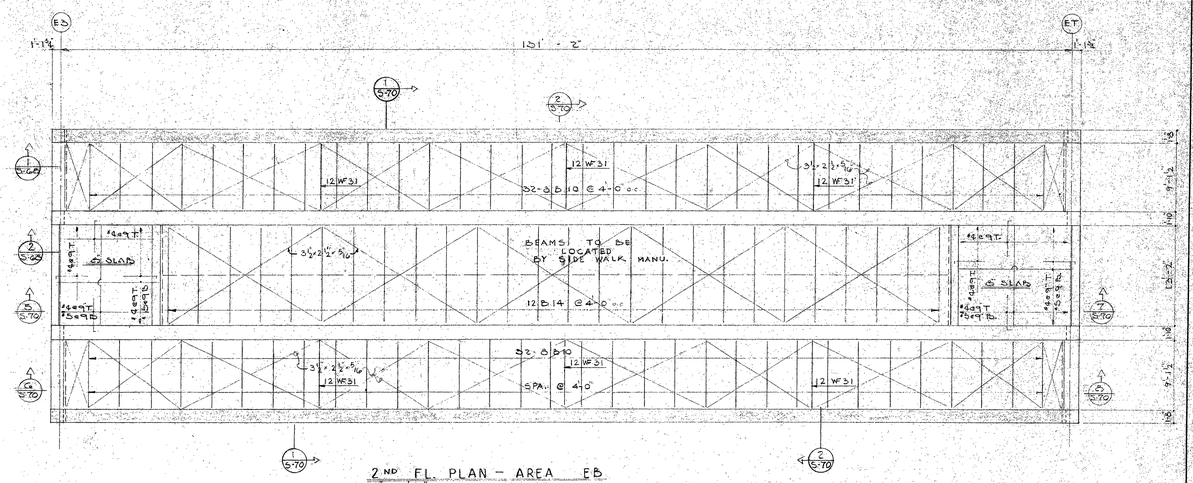
SHEET CONTENTS
BEAM SCHEDULE
EAST, WEST & CENTER CONCOURSE

SHEET NO.
S-67 OF 83

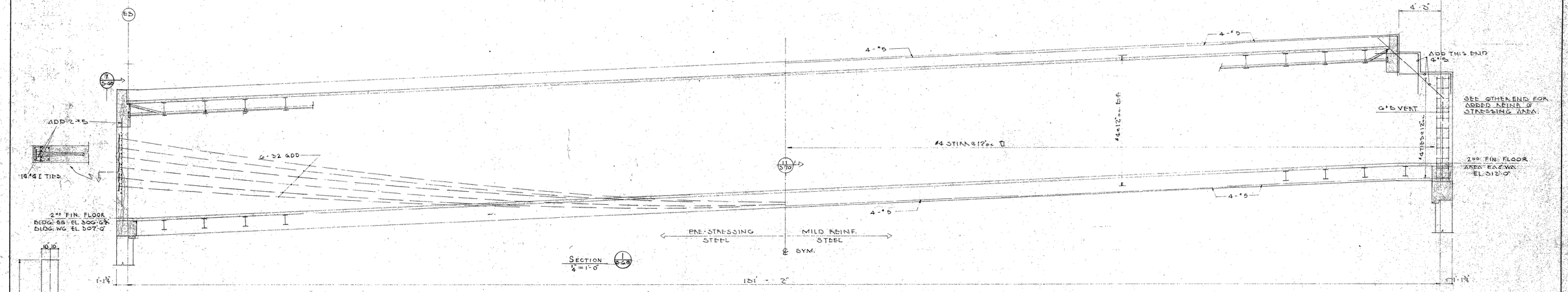
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



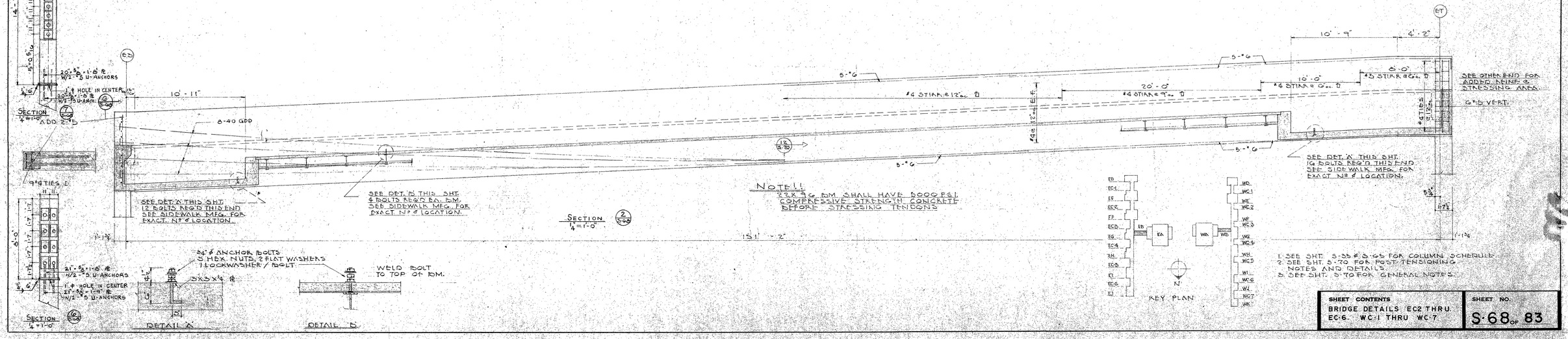
ROOF PLAN – AREA EB
1/8"=1'-0" – AREA WB OPPOSITE HAND (SIMILAR)



2ND FL. PLAN – AREA EB
1/8"=1'-0" – AREA WB OPPOSITE HAND (SIMILAR)



SECTION 1/4"=1'-0" (1/5-68)



SECTION 1/4"=1'-0" (2/5-68)

NOTE!!
23X23" ℄ RM SHALL HAVE 5000 PSI COMPRESSIVE STRENGTH CONCRETE BEFORE STRESSING TENDONS

1. SEE SHT. S-55 & S-65 FOR COLUMN SCHEDULE.
2. SEE SHT. S-70 FOR POST TENSIONING NOTES AND DETAILS.
3. SEE SHT. S-70 FOR GENERAL NOTES.

SHEET CONTENTS	SHEET NO.
BRIDGE DETAILS EC2 THRU EC6. WC1 THRU WC7	S-68 OF 83

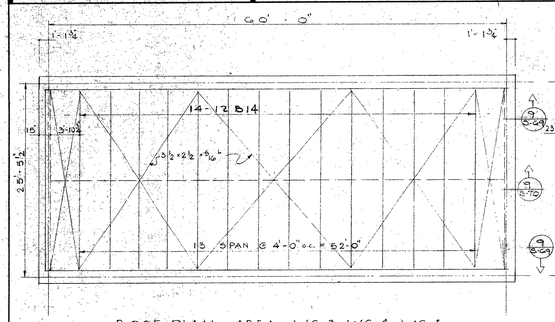
APPROVED _____
APPROVED _____

STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC.
MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS

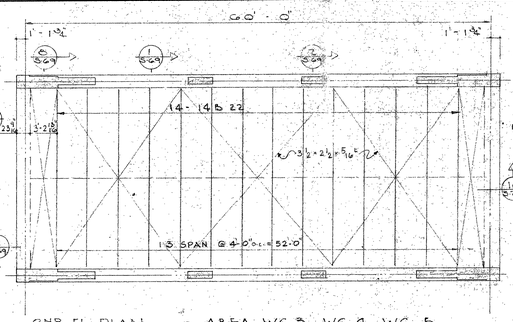
MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION

ROY P. HARROVER AND ASSOCIATES • ARCHITECTS

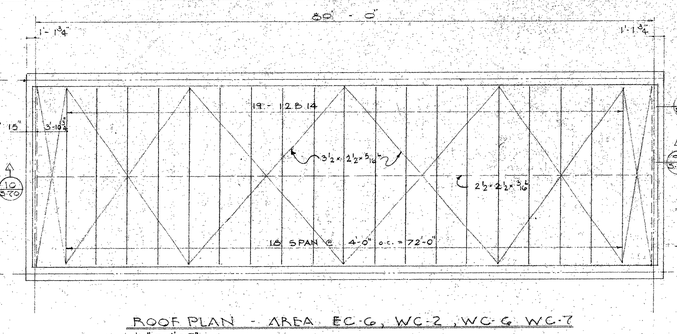
DATE APRIL 15, 1970
COMMISSION NO. 66013



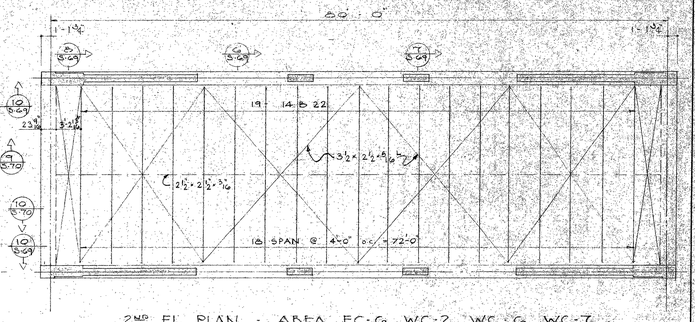
ROOF PLAN - AREA WC-3, WC-4, WC-5
3/8" = 1'-0"



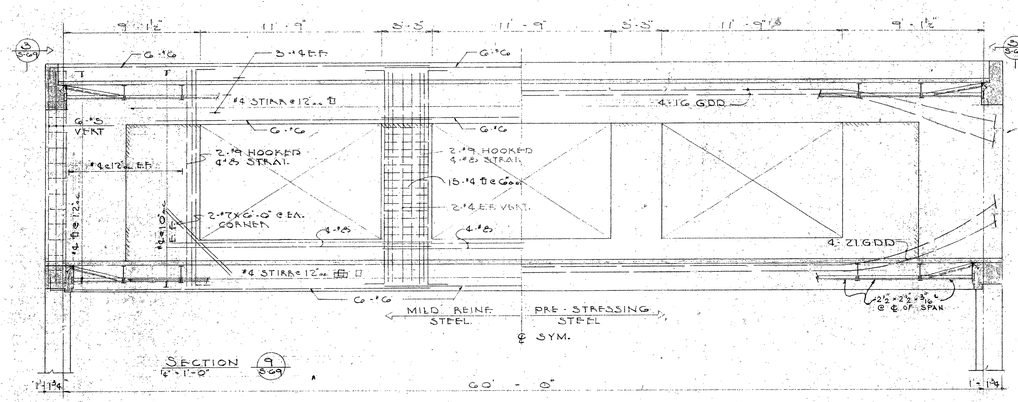
2ND FL. PLAN - AREA WC-3, WC-4, WC-5
3/8" = 1'-0"



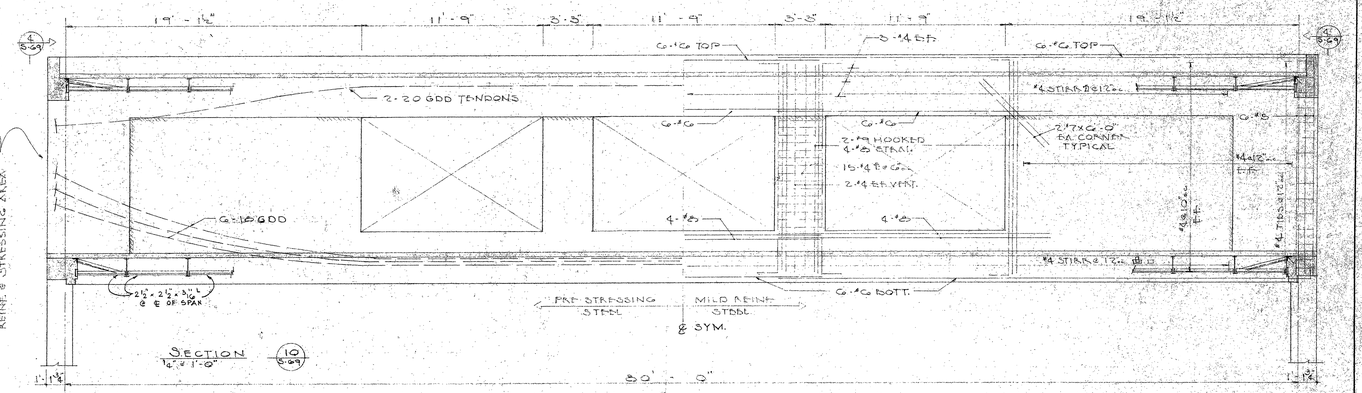
ROOF PLAN - AREA EC-6, WC-2, WC-6, WC-7
3/8" = 1'-0"



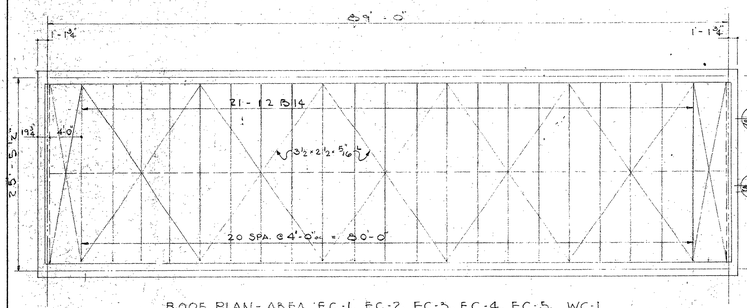
2ND FL. PLAN - AREA EC-6, WC-2, WC-6, WC-7
3/8" = 1'-0"



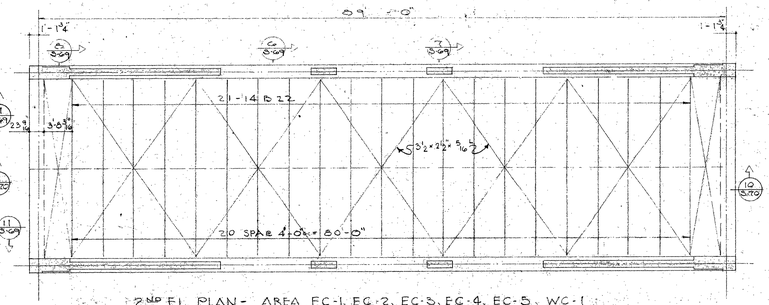
SECTION (9/S-69)
3/8" = 1'-0"



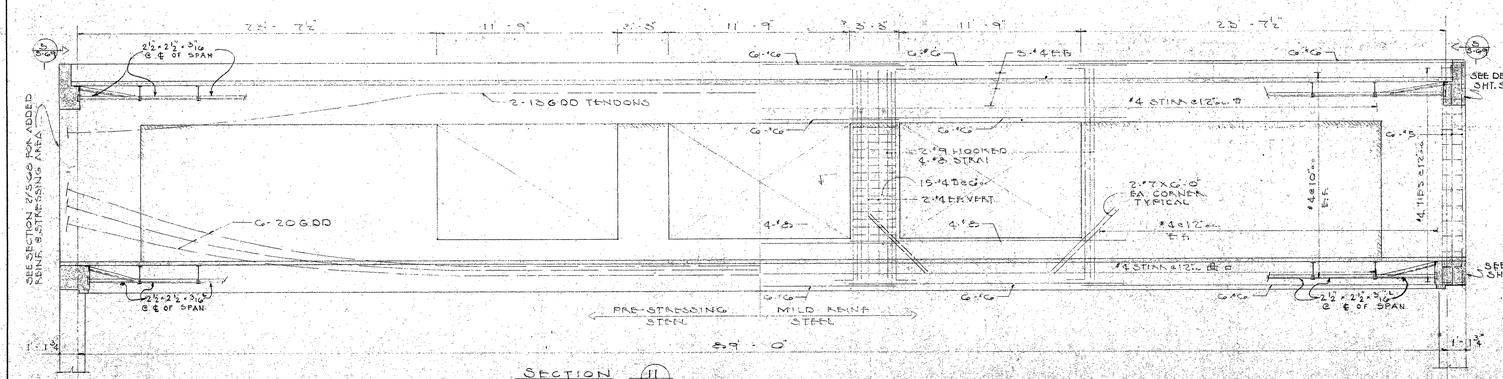
SECTION (10/S-69)
3/8" = 1'-0"



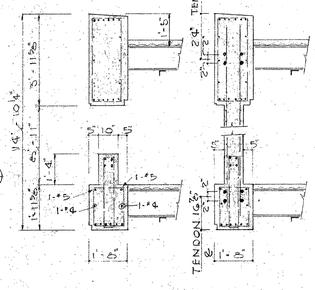
ROOF PLAN - AREA EC-1, EC-2, EC-3, EC-4, EC-5, WC-1
3/8" = 1'-0"



2ND FL. PLAN - AREA EC-1, EC-2, EC-3, EC-4, EC-5, WC-1
3/8" = 1'-0"

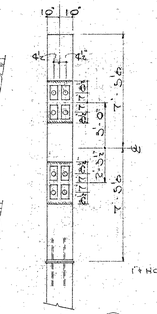


SECTION (11/S-69)
3/8" = 1'-0"

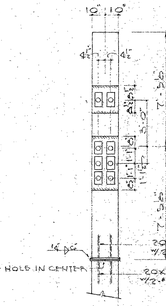


SECTION (1/S-69)
3/8" = 1'-0"

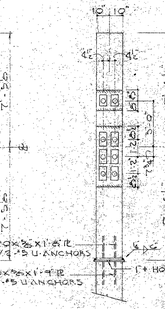
SECTION (2/S-69)
3/8" = 1'-0"



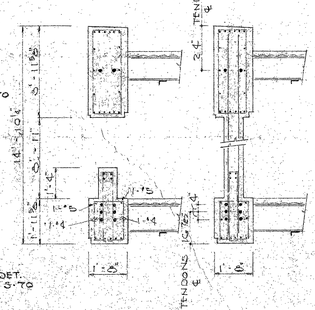
SECTION @ 60'-0" SPAN (5/S-69)
1/4" = 1'-0"



SECTION @ 80'-0" SPAN (4/S-69)
1/4" = 1'-0"

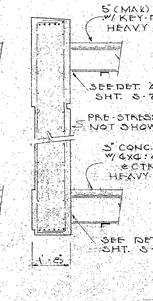


SECTION @ 89'-0" SPAN (5/S-69)
1/4" = 1'-0"



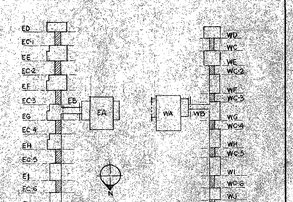
SECTION (6/S-69)
3/8" = 1'-0"

SECTION (7/S-69)
3/8" = 1'-0"



SECTION (8/S-69)
3/8" = 1'-0"

1. SEE SHT. S-65 FOR COLUMN SCHEDULE
2. SEE SHT. S-70 FOR POST-TENSIONING NOTES AND DETAIL
3. SEE SHT. S-70 FOR GENERAL NOTES



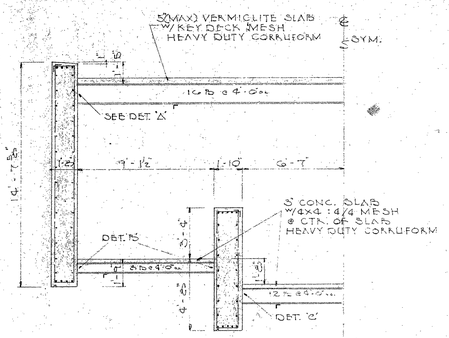
SHEET CONTENTS
BRIDGE DETAILS EB & WB

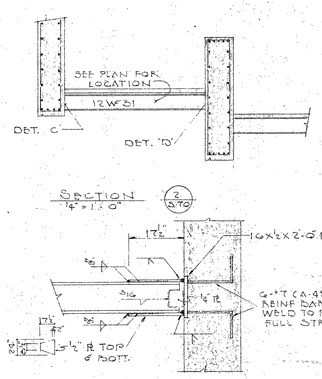
SHEET NO.
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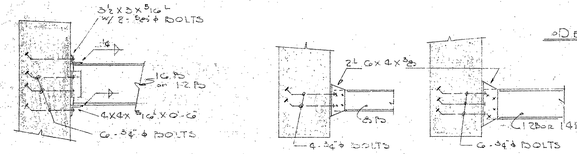
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

GENERAL NOTES

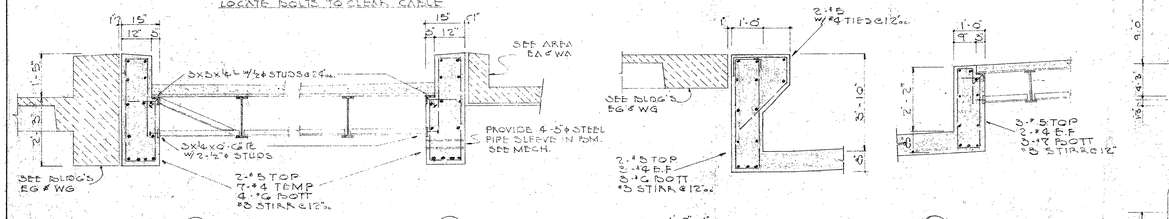
1. SEE FOOTING SCHEDULE FOR DIFFERENT AREAS FOR MAXIMUM SOIL PRESSURE.
2. CONCRETE FOR FOOTINGS TO HAVE 2500 PSI. COMPRESSIVE STRENGTH IN 28 DAYS. CONCRETE FOR BELL BOTTOM PILES TO HAVE 2500 PSI. COMPRESSIVE STRENGTH IN 28 DAYS, EXCEPT AS NOTED. SEE SHT. S-1.85 SEE SPECIFICATIONS FOR AUGAR CAST TYPE PILES FOR UNDERPINNING CONCRETE. ALL OTHER CONCRETE UNLESS NOTED TO HAVE 3000 PSI. COMPRESSIVE STRENGTH IN 28 DAYS.
3. FOOTING ELEVATIONS SHOWN ARE TO TOP OF FOOTING AND ARE FOR ESTIMATING PURPOSES ONLY. ALL FOOTINGS ARE TO BEAR ON UNDISTURBED SOIL AND MUST EXTEND A MINIMUM OF 1'-1" BELOW FINAL GRADE.
4. UNLESS OTHER WISE NOTED OR SHOWN, ALL CONCRETE WALLS ARE TO HAVE THE FOLLOWING REINFORCING.
   - THRU 8' WALLS — #4 @ 10" o.c. E.W. @ CENTER
   - 8½' TO 10' WALLS — #4 @ 8" o.c. E.W. @ CENTER
   - 10½' TO 12' WALLS — #4 @ 12" o.c. E.W.
   - SEE PLANS & SECTIONS FOR LARGER WALLS.
5. MAXIMUM LENGTH OF ANY POUR ON CONCRETE WALLS TO BE 50'-0"
6. ALL EXPOSED COLUMNS AND BEAMS MUST BE TRUE AND RUBBED AS REQUIRED TO CONCEAL POUR JOINTS TO MEET THE APPROVAL OF THE ARCHITECT AND ENGINEER.
7. STEEL SLEEVES ARE TO BE PROVIDED FOR PLUMBING OPENINGS WHEN SO DIRECTED BY THE ENGINEER.
8. UNLESS OTHERWISE SHOWN, THERE SHALL BE 2-#5 BARS AROUND ALL OPENINGS IN SLABS AND WALLS AND EXTEND A MINIMUM OF 2'-0" BEYOND THE CORNER OF THE OPENING.
9. LAP HORIZ. WALL BARS AND TEMP. BARS 48 MIN. AT SPLICES. LAP VERT. WALL BARS AND COLUMN BARS 36 BAR DIAMETERS AT SPLICES.
10. UNLESS OTHERWISE NOTED, SLABS ON GRADE TO BE 4½" THICK, REINFORCED WITH 6x6 / 10/10 WIRE MESH. SLABS TO BE POURED IN CHECKER BOARD FASHION.
11. FOR STRUCTURAL SLABS, PROVIDE #5 SUPPORT BARS AND INDIVIDUAL HIGH CHAIRS FOR TOP REINFORCING AND #4 SLAB BOLSTERS FOR BOTTOM REINFORCING. STEEL IN BEAMS TO BE SUPORTED BY 2" BEAM BOLSTERS. WHERE NO TOP REINFORCING IS CALLED FOR IN SCHEDULE, PROVIDE 2-#4 CABLING BARS FOR STIRRUP SUPPORT IN BEAMS. JOIST BOTTOM BARS TO BE SUPPORTED BY ½" JOIST CHAIRS. (SEE NOTE #20)
12. LEGS OF ACCESSORIES TO BE GALVANIZED WHERE UNDERSIDE OF CONCRETE IS TO BE EXPOSED, PAINTED, OR PLASTERED. BAR SUPPORTS TO MEET THE REQUIREMENTS OF THE CRSI SPEC. AND SPACED ACCORDING TO THOSE RECOMMENDATIONS.
13. ALL SHELF ANGLES TO BE 5x3½x5/16 WITH HORIZ. SLOTTED HOLES WITH RICHMOND PERFLESS WEDGE INSERTS AND ¾ Ø WEDGE HEAD BOLTS @ 2'-0" o.c. WITH HORSE SHOE WASHERS, UNLESS OTHERWISE NOTED. MAXIMUM LENGTH OF ANGLE TO BE 20'-0".
14. CONNECTIONS TO BE WITH ¾ Ø BOLTS OR RIVETS OR WELDED AS REQUIRED.
15. PROVIDE 3½x3½x5/16 LINTELS FOR BRICK VENEER AT OPENINGS AS REQUIRED MINIMUM BEARING 4".
16. LINTELS IN BACK UP TO BE REINFORCED AS SHOWN IN TYP. INT. LINTEL DETAIL.
17. SEE ARCH. PLAN FOR MISC. IRON, HANDRAIL ETC.
18. STRUCTURAL STEEL SHALL CONFORM TO A.S.T.M. DESIGNATION A-36
19. ALL REINFORCING STEEL TO BE A-432 EXCEPT AS (PT'D).
20. IF CARDBOARD FORMS ARE USED INSTEAD OF METAL FORMS, PROVIDE SLAB BOLSTERS WITH RUNNERS TO SUPPORT SLAB STEEL.
21. SEE MECHANICAL PLANS FOR SIZE & LOCATION OF CONCRETE PADS FOR SUPPORT OF MECH. EQUIPMENT. REINF. FOR MECH. PADS WHERE NOT SHOWN OTHERWISE SHALL BE 6x6/10/10 W.M. WITH 1-#4 CONT. AT EDGE FOR PADS UP TO 9" THICK. THICKER PADS SHALL HAVE #4 @ 12" o.c. E.W. TOP & BOTT. PADS NOT LOCATED ON GRADE SHALL NOT BE OVER 9" THICK WITH LIGHT WEIGHT CONCRETE.
22. BACK-FILL IS TO BE COMPACKED IN 6" LAYERS TO A MINIMUM OF 95% STANDARD PROCTOR DENSITY.
23. WHERE NOT INDICATED OTHERWISE, STRUCTURAL CONCRETE SLABS SHALL BE 4½" THICK WITH #4 @ 12" o.c. BOTTOM & #4 @ 12" o.c. OVER SUPPORTS.
24. IN ALL LOCATIONS WHERE CONCRETE, BLOCK OR BRICK ADJOINS CONCRETE COLUMNS OR WALLS, PROVIDE DOVETAIL ANCHOR SLOTS.
25. ALL HOOKS TO BE CONSIDED ACT. STANDARD HOOKS FOR ESTIMATING PURPOSES. IN CASES WHERE SMALLER HOOKS THAN STANDARD ARE NEEDED FOR MINIMUM CLEARANCE REQUIREMENTS FABRICATOR SHALL BEAR ADDITIONAL EXPENSES, IF ANY.
26. WERE CONCRETE TOPPING IS USED, REINF. W/6x6/10/10 WIRE MESH
27. PROVIDE CORNER BARS IN INTERIOR FACE OF CONCRETE WALLS AND GRADE BEAMS & BEAMS TO MATCH HORIZONAL REINFORCING.
28. DESIGN OF MECHANICAL EQUIPMENT SUPPORTS ARE BASED ON WEIGHTS SHOWN ON PLANS. IF LOADS ARE CHANGED OR RELOCATED NOTIFY STRUCTURAL ENGINEER.

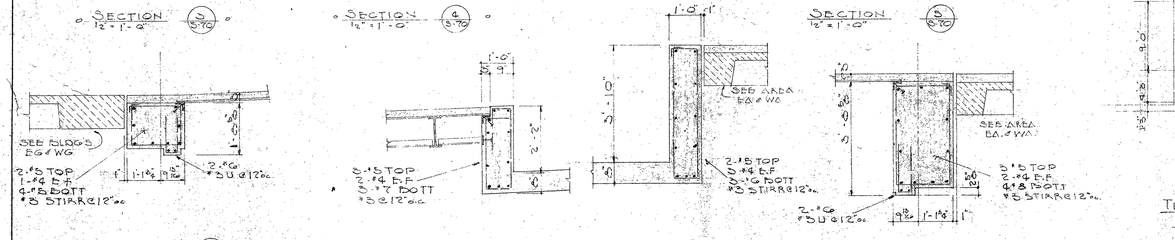






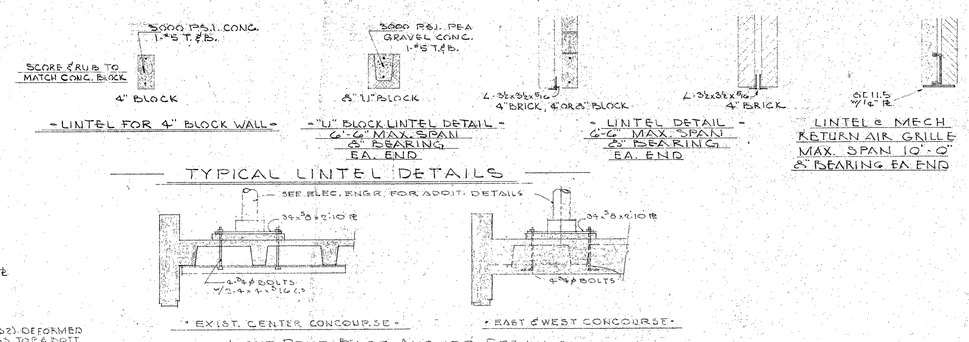
NOTE: CHECK CONNECTIONS IN AREAS WHERE CABLE CURVES TO LOCATE NOTS TO CLEAR CABLE



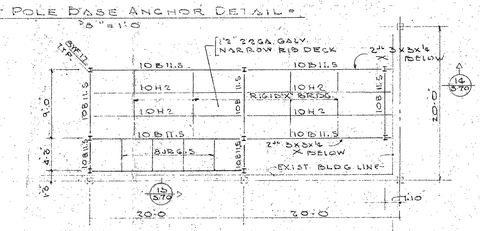


PRESTRESSED CONCRETE NOTES
FOR CONNECTING BRIDGES

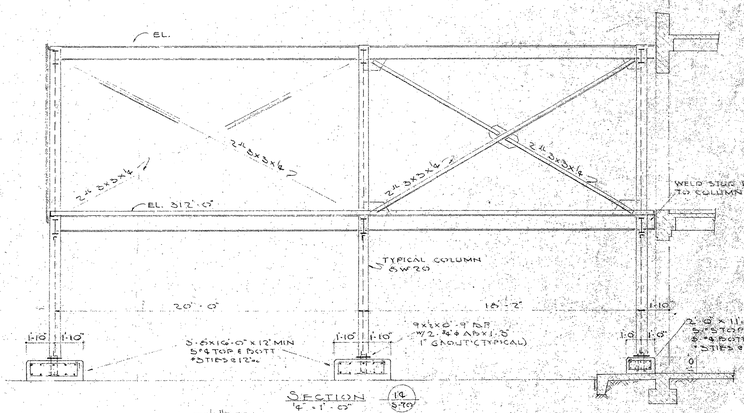
1. ALL PRESTRESSED CONCRETE SHALL HAVE 5000 P.S.I. MIN. COMPRESSIVE STRENGTH AT 28 DAYS. ALL PRESTRESSED CONCRETE SHALL HAVE 4000 P.S.I. MIN. COMPRESSIVE STRENGTH BEFORE STRESSING TENDONS, EXCEPT AS NOTED (SEE 22x96 BM. SHT. S-60).
2. WIRE TENDONS TO BE GROUTED TENDONS. WIRE DIAM. TO BE 0.25". TENDONS TO BE STRESSED FROM BOTH ENDS.
   - f_s = ULTIMATH = 240,000 PSI.
   - f_s = INITIAL = 169,000 P.S.I.
   - f_{se} = EFFECTIVE = 144,000 P.S.I.
3. ALL PRESTRESSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH REQUIREMENTS AND RECOMMENDATIONS OF LATEST A.C.I. CODE.
4. PRESTRESSING SHOWN IS DESIGNED FOR FREYSSON SYSTEM. ALTERNATE DESIGNS MAY BE SUBMITTED, BUT MUST BE APPROVED BY THE STRUCTURAL ENGINEER.
5. ALL POST-TENSIONING MUST BE DONE BY MANUFACTURERS REPRESENTATIVE WHOSE QUALIFICATIONS MUST BE APPROVED BY ENGINEER. SHOP DRAWINGS ON POST-TENSIONED BM'S. MUST BE SUBMITTED FOR APPROVAL.
6. ROOF & FLOOR SLABS TO BE CAST AFTER BRIDGES HAVE BEEN POST-TENSIONED.
7. CONCRETE BM'S AND SLABS TO BE CAST AFTER BRIDGES HAVE BEEN POSTTENSIONED. DOWELS AND KEYWAY TO BE PROVIDED.

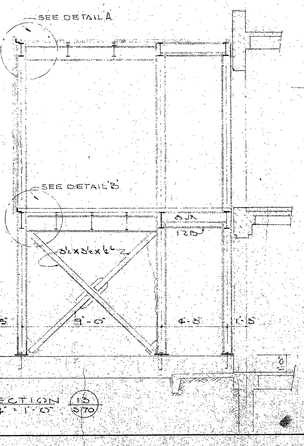


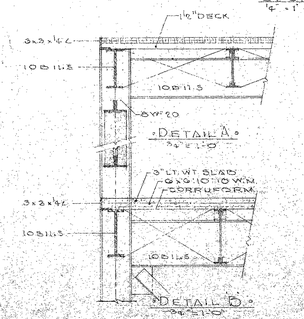
TYPICAL LINTEL DETAILS



TEMPORARY COVERED PASSAGEWAY AT BLDG. CK & CL
1/8" = 1'-0"

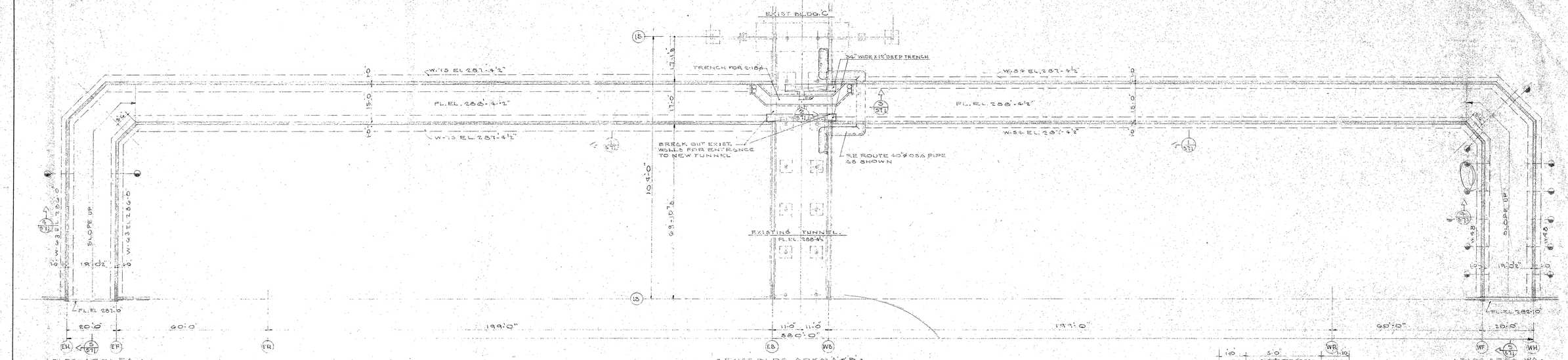






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MISCELLANEOUS	S-70 OF 83

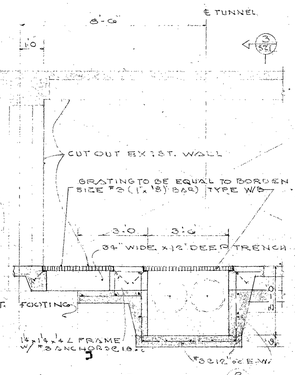
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013



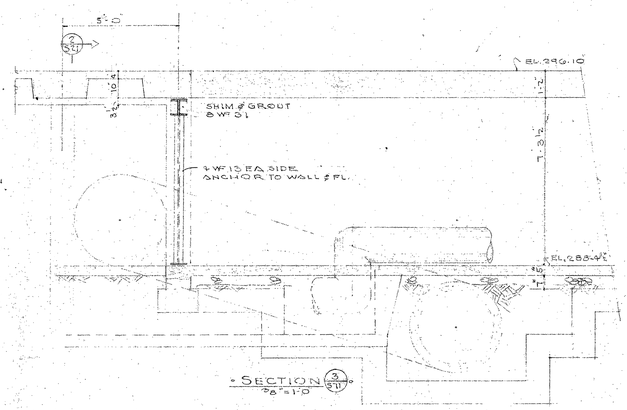
• INTERCONNECTING TUNNEL PLAN AT CENTER CONCOURSE •
1/16" = 1'-0"



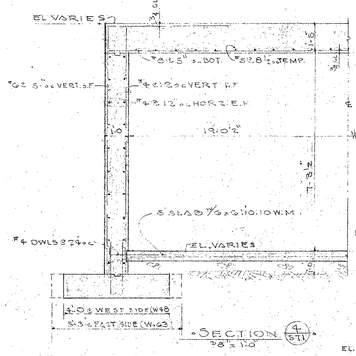
• SECTION 1/S71 •
3/8" = 1'-0"



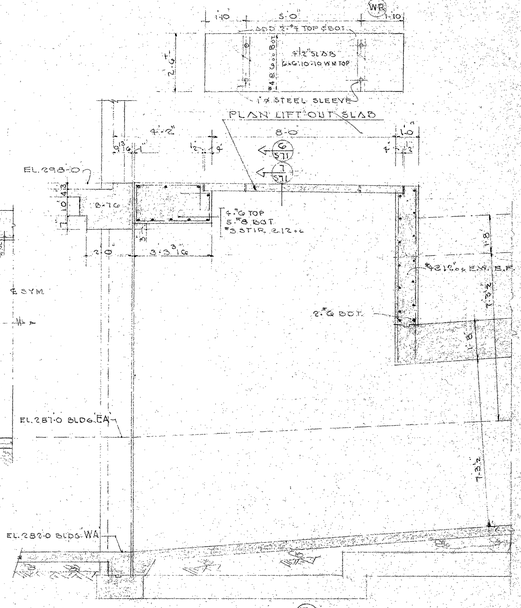
• SECTION 2/S71 •
3/8" = 1'-0"



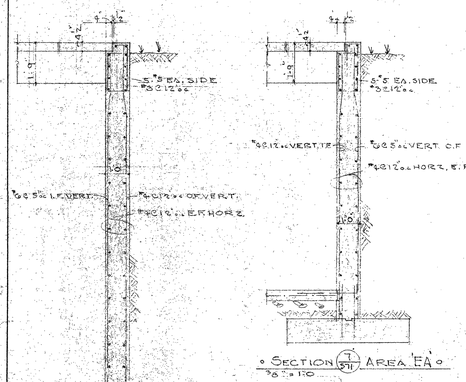
• SECTION 3/S71 •
3/8" = 1'-0"



• SECTION 4/S71 •
3/8" = 1'-0"



• SECTION 5/S71 •
3/8" = 1'-0"

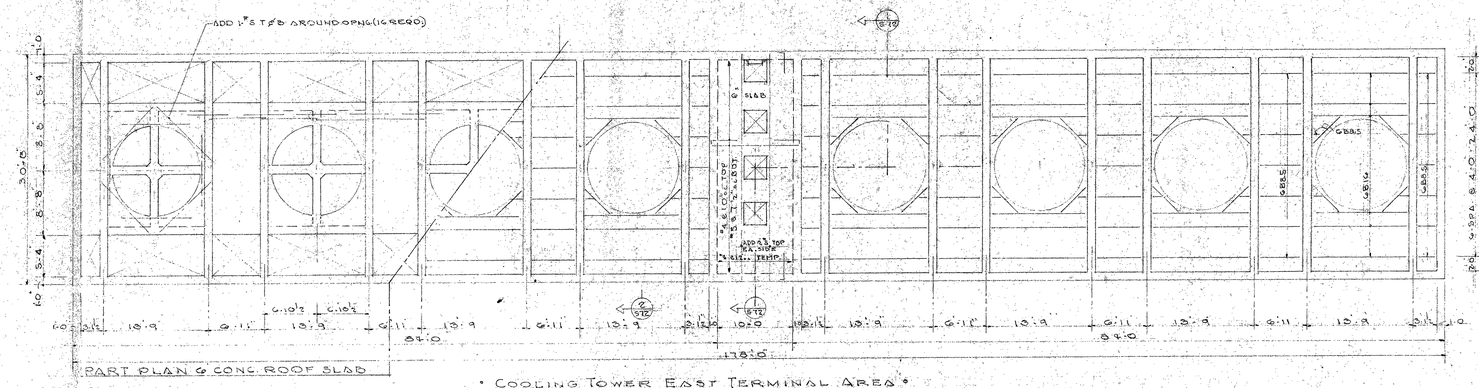


• SECTION 6/S71 AREA WA •
3/8" = 1'-0"

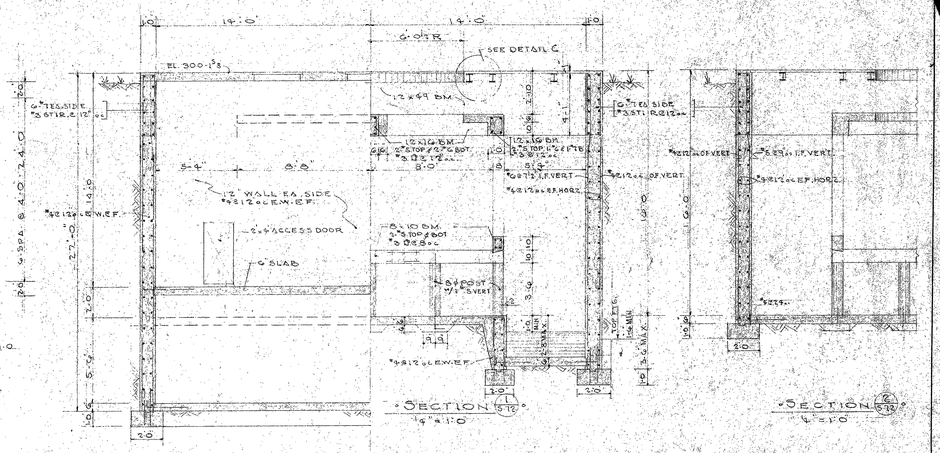
• SECTION 7/S71 AREA 'EA' •
3/8" = 1'-0"

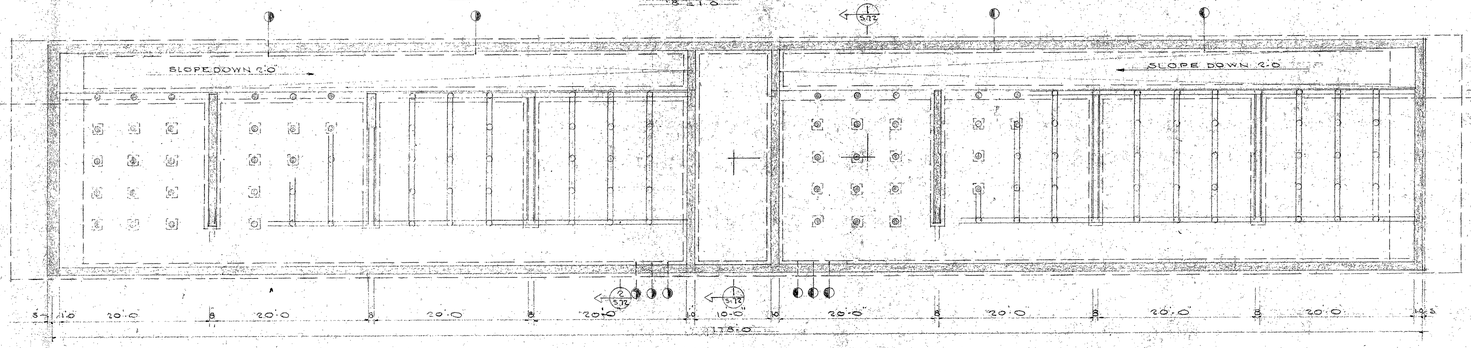
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INTERCONNECTING TUNNEL AREA EA. TO WA.	S-71 OF 83

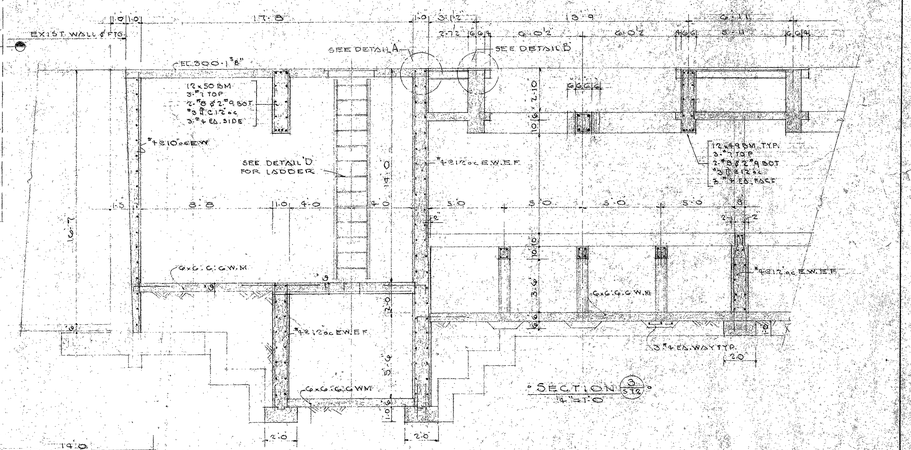
APPROVED _____ APPROVED _____	STRUCTURAL ENGINEER _____ S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER _____ ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

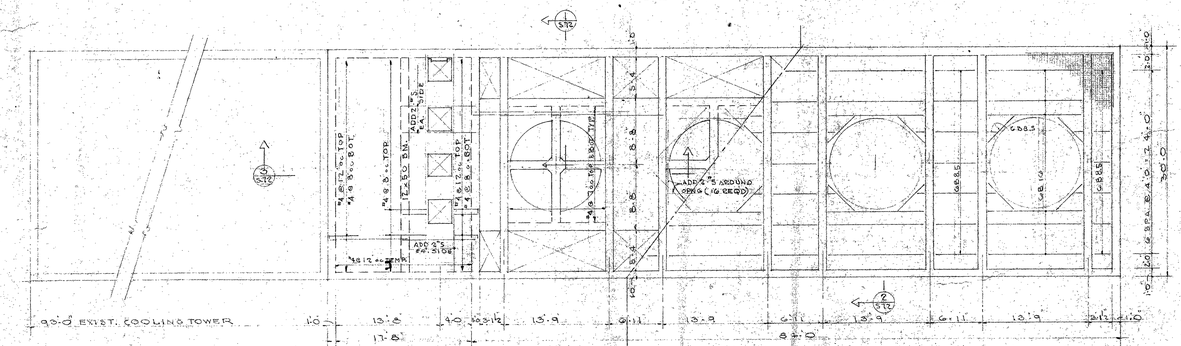


• COOLING TOWER EAST TERMINAL AREA •
1/8" = 1'-0"

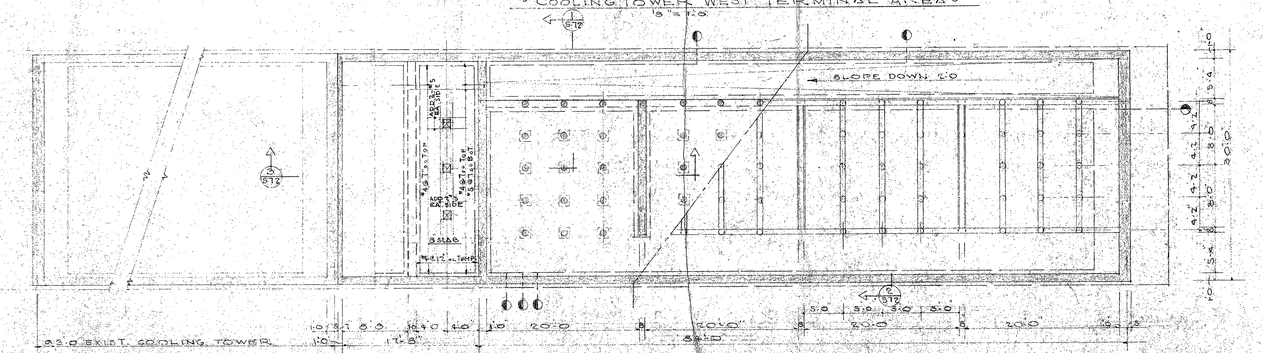


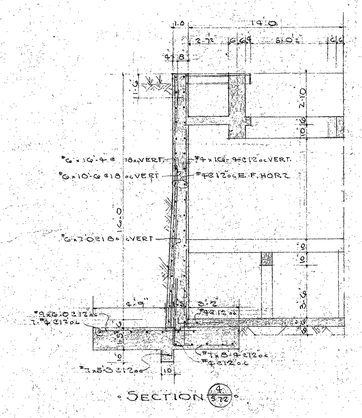


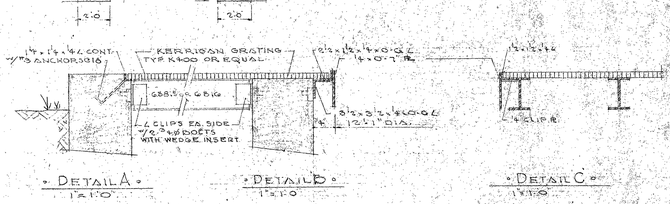


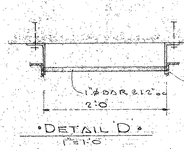


• COOLING TOWER WEST TERMINAL AREA •
1/8" = 1'-0"



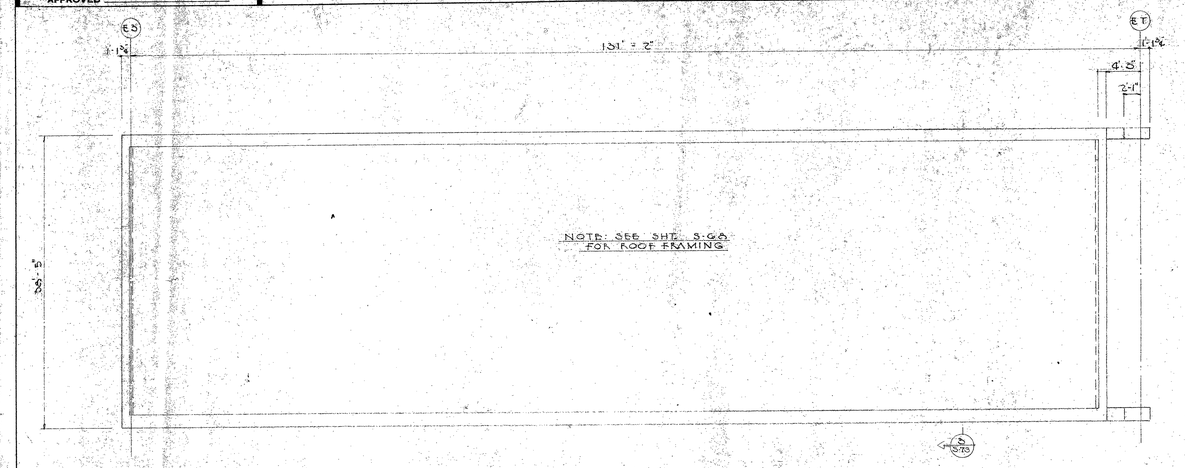




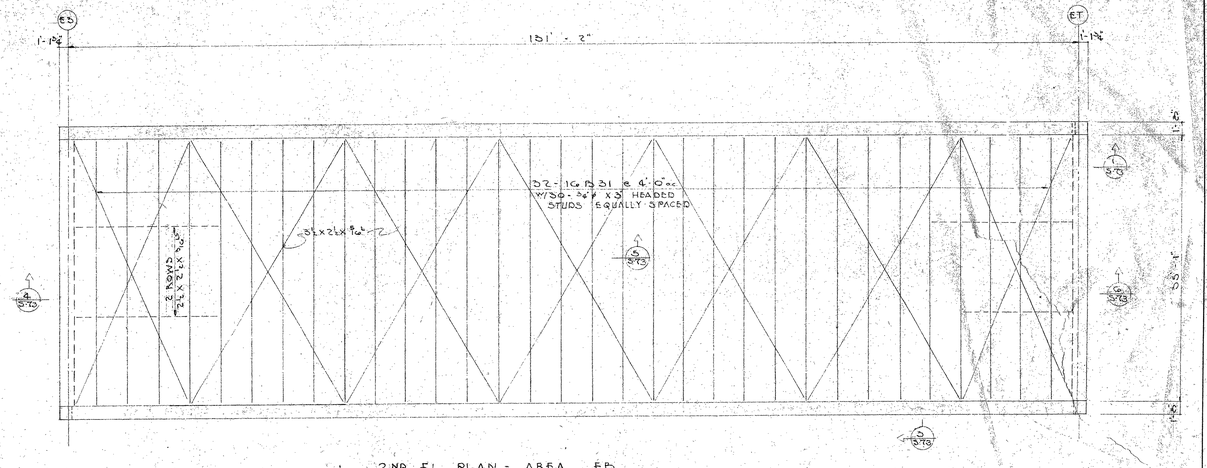


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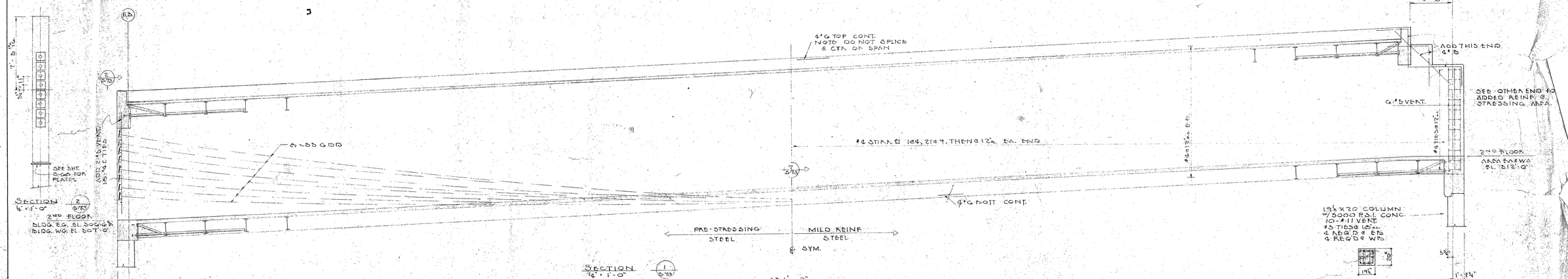
APPROVED APPROVED	STRUCTURAL ENGINEER S. S. KENWORTHY AND ASSOCIATES INC. MECHANICAL ENGINEER ALLEN & HOSHALL CONSULTING ENGINEERS	**MEMPHIS METROPOLITAN AIRPORT TERMINAL BUILDING EXPANSION**	ROY P. HARROVER AND ASSOCIATES • ARCHITECTS	DATE APRIL 15, 1970 COMMISSION NO. 66013

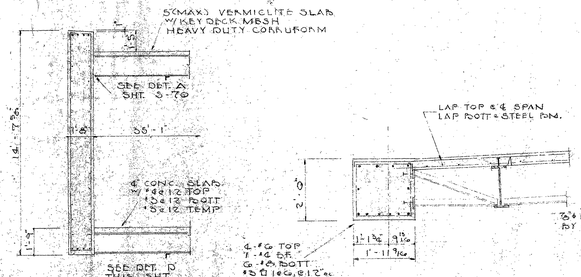


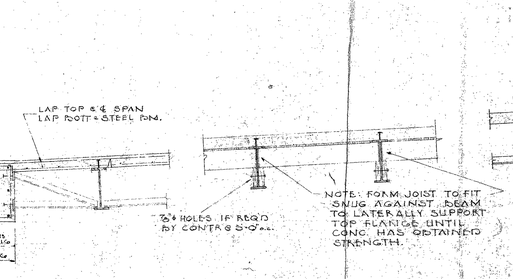
ROOF PLAN - AREA EB
AREA WB OPPOSITE HAND (SIMILAR)
1/8" = 1'-0"

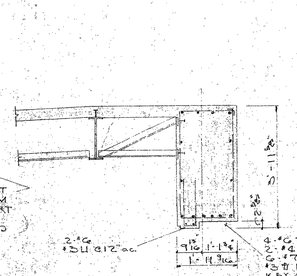


2ND FL PLAN - AREA EB
AREA WB OPPOSITE HAND (SIMILAR)
1/8" = 1'-0"

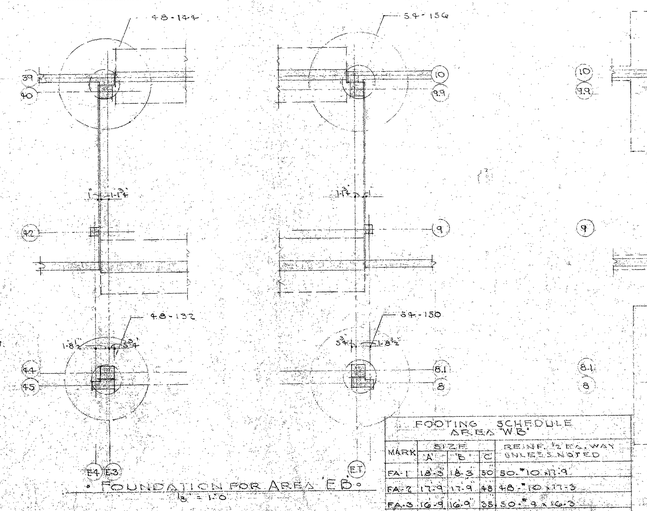






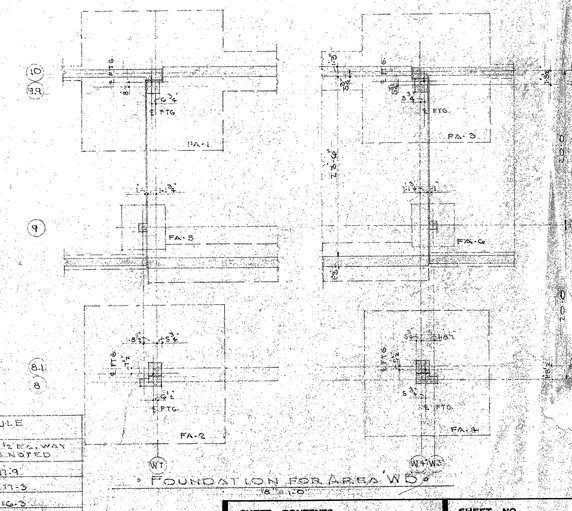


1. SEE SHT. S-6A FOR ADDITIONAL INFOR.
2. SEE SHT. S-7C FOR POST-TENSIONING NOTES AND DETAILS.
3. SEE SHT. S-7C FOR GENERAL NOTES.



FOOTING SCHEDULE
AREA 'WB'

MARK	SIZE A	B	C	REINF. IN EA. WAY UNLESS NOTED
FA-1	18-3	18-3	30	80-#10 11-9
FA-2	17-9	17-9	48	48-#10 17-3
FA-3	16-9	16-9	38	50-#9 x 16-3
FA-4	16-3	16-3	64	50-#9 x 15-9
FA-5	15-9	15-9	16	14-#6 x 15-3
FA-6	15-0	15-0	16	20-#5 x 15-0



SHEET CONTENTS ALTERNATE NO 1	SHEET NO. S-73 OF 83