

MEMPHIS INTERNATIONAL AIRPORT 2491 Winchester Rd, Memphis, TN 38116

19-1423-27-01 Consolidated Baggage Modifications in Terminal A and B Design-Build Construction (Rebid)

June 1, 2022

INDEX OF DRAWINGS G000 A000

OVERALL PROJECTS COVER CONCOURSE A, O/B & CONCOURSE B, O/B - MECHANICAL GENERAL NOTES & CLARIFICATIONS

TERMINAL B EAST BAGGAGE MAKEUP CAROUSEL COMPLETE REPLACEMENT

G001 A001 A002 B002/ 1 OF 1 B003/ 1 OF 3 B003A/ 2 OF 3 B003B/ 3 OF 3 E102 COVER SHEET TERMINAL "B" CAROUSEL DEMOLITION AND NOTES TERMINAL "B" CAROUSEL NEW SYSTEM AND NOTES CONCOURSE B – OB1-2 THRU OB1-4 PLAN & ELEVATION CONCOURSE B – OB1-6 THRU OB1-10 PLAN & ELEVATION CONCOURSE B – OB1-6 THRU OB1-10 SECTIONS CONCOURSE B – OB1-6 THRU OB1-10 DEMOLITION PLAN ELECTRICAL – TERMINAL B APRON PLANS – POWER

TERMINAL A BAGGAGE REPLACEMENT

G0.00 A2.01 A001/ 1 OF 2 A001A/ 2 OF 2 A2.02 A002/1 OF 1 COVER SHEET APRON LEVEL TERMINAL "A" CAROUSEL CONCOURSE A – O/B NEW CONVEYER PLAN & ELEVATION CONCOURSE A – O/B DEMOLITION PLAN & ELEVATION CONCOURSE LEVEL TERMINAL "A" CONVEYOR CONCOURSE A – TICKET COUNTER PLAN

TERMINAL B INBOUND BAGGAGE CAROUSEL REPLACEMENTG001COVER SHEET

G001COVER SHEETA001APRON LEVEL TERMINAL "B" CAROUSELB001/1 OF 1CONCOURSE B – BAG CLAIM B (BACK, O/S)

IN ORDER TO STREAMLINE THE EXECUTION OF THE PROJECTS, THE AIRPORT INTENDS TO AWARD ALL THREE DESIGN / BUILD CAROUSEL REPLACEMENT PROJECTS TO ONE SINGLE SUCCESSFUL BIDDERS.

CONTRACTOR SHALL COORDINATE WITH AIRPORT REGARDING THE PROJECT SCHEDULE AND TIMING OF ACTUAL DEMOLITION AND NEW INSTALLATION WORK

DUE TO THE LOGISTICS AND OPERATION NEEDS OF VARIOUS AIRLINES, THE DEMOLITION AND NEW INSTALLATION WORK OF PROJECT 1 AND PROJECT 2 <u>MUST NOT</u> OCCURS SIMULTANEOUSLY.

THE DEMOLITION AND NEW INSTALLATION WORK OF PROJECT 3 CAN BE SCHEDULED IN ANY COMBINATION WITH PROJECT 1 OR PROJECT 2.

REFER TO THE FOLLOWING 3 PROJECT PACKAGES FOR ADDITIONAL DETAILS



DA

GENERAL NOTES & CLARIFICATIONS

Drawing Reference	RFI /Clarification Request
A001, A002, B001, B002 & B003	Phasing and sequencing is the responsibility of the successful proposer.
B003B, B003A, B003	Impact protection should be provided at all locations where needed to prevent
	damage to conveyor equipment.
B003B, B003A	See section C-C Temp for Temp conveyor elevations.
B003B	Reuse of existing TC2-5 is acceptable, reliability of TC2-5 is the responsibility of
	successful proposer.
B003A, B003, A001	Drive Aisle clearance to be based on existing baggage carts and existing drive ai
	clearances determined during the design phase by the successful proposer
B003B	Reuse of existing CS2-8 is accentable, reliability of CS2-8 is the responsibility of
	successful proposer
B003B	Elevation of TC2-TEMPA can be raised to $2-A''$ to $2'-6''$ for better offloading into
	bagage carts
B003B	TC2 TEMP2 is shown with a 20 degree decline for this temperature application a h
	motor is not necessary
B003A, A001	It is the successful proposers responsibility to provide suitable supports for the
	makeup unit to be at the appropriate elevation for ergenemic access to the mak
	dovice
B003A	device.
	Due to building constraints, some conveyors are at a decline angle of 20 degrees
B003 B002 A001 B001	These conveyors should be supplied with brake motors per industry standards.
	The product manufacturer's chart is provided as a reference to the Airports
	preference in manufacturers. Alternate manufacturers would be acceptable with
P003	advance Airport Authority approval.
B003	No maintenance catwalk is needed in this area.
	Maintenance access crossover platforms and ladders should be provided to the
D002	interior of the makeup carousels.
BUU3	Makeup carousels should travel in a clockwise direction.
A001, A002, B001, B002 & B003	Included manifests reference actual belt widths.
A001	The overhead structure in this area is steel members and metal deck with fire
	protection.
A001, A001A	Any inaccessible bearings against walls, should be fitted with grease tubes to al
	for maintenance activities.
A001	Due to building constraints, T-1 is drawn at 29 degrees, maintain 2'-6" clear abov
	belt. Shallower angles are not possible without significant building modification
A001	Conveyor dimensions are noted in each section. Overall design and selection or
	conveyor components is the responsibility of the successful proposer. The insid
	radius of powerturns should be sufficient to allow transportation of standard
	baggage sizes. It should be no smaller than 3'-0". As stated in the product
	manufacturer table Portec is the preferred manufacturer or alternates submitte
	preapproval.
A001	T-1 & T-2 are a different width from the rest of the conveyor train due to buildin
	column restrictions.
A001	Maintenance access platforms to be supplied for conveyors behind security fend
	existing 'A' concourse makeup unit. Existing platforms may be reused after
	inspection and refurbishment of equipment is completed.
A001A	Existing conveyors C-1 through C-4 to remain intact and abandoned in place, exc
	power to be removed. All existing doors to remain secured.
A002	The TC conveyor may be divided into several sections to satisfy the successful
	proposers conveyor load capacity.
A002	A new enclosure to be provided by GC to house new fire/security door.
B001	Draft curtains to be supplied at both fire/security doors inside the secure area.
B001	Bag Claim B is to be set at an elevation of 2'-0" above the tunnel drive area.
B001	All four unload access gates and the two security doors on the customer side sho
	he interlocked so that as the flat helt is actuated, the two security roll up doors
	onen. Once the haggage handler is done unloading the unload access gates sh
	close but allow the flat belt to continue energy and will shut down ofter a
	prodotorminod time frame where no bees are on the flat holt. At that time there
	flat halt chould shut down and the two as surfaced as a should shut a structure then
	inal pert should shut down and the two security doors should close. The rollup of
B001	opening is to match the existing set up.
	inere are two security doors on the public side of the carousel, one on the west
	and one on the east end of the flat belt.

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e west end

DRAWING INDEX

DWG #	DESCRIPTION	REV	ISSUED DATE
A000	CONCOURSE A-O/B & CONCOURSE B-O/B	0	06/06/22
A001	CONCOURSE A - O/B NEW CONV PLAN & ELEV	1	06/06/22
A001A	CONCOURSE A - OUTBOUND DEMO PLAN	1	06/06/22
A002	CONCOURSE A - TICKET COUNTER PLAN	1	06/06/22
B001	CONCOURSE B - BAG CLAIM B (BACK, O/S)	1	06/06/22
B002	CONCOURSE B - OB1-2 THRU OB1-4 PLAN & ELEV	1	06/06/22
B003	CONCOURSE B - OB1-6 THRU OB1-10 PLAN & ELEV	1	06/06/22
B003A	CONCOURSE B - OB1-6 THRU OB1-10 SECTIONS	1	06/06/22
B003B	CONCOURSE B - OB1-6 THRU OB1-10 DEMO PLAN	1	06/06/22

AE	BREVIATIONS	GENERAL NOTES:				
GENERAL ABBR	DESCRIPTION	1.	ALL ELEVATION DIMENSIONS SHOWN ARE ABOVE FINISHED FLC	OR		
AFF	ABOVE FINISHED FLOOR	1.	1. CONCOURSE AREA EL. 311'-5"			
BHS	BAGGAGE HANDLING SYSTEM	1.	2. BAGGAGE / CUSTOMER AREA EL. 298'-0"			
BLDG	BUILDING		3. APRON / SECURE AREA EL. 297-6			
BOS	BOTTOM OF STEEL		CONV NAME INDICATES EXISTING CONV. NAME			
вот	воттом	J. J.	1. SUPPORTS SHOWN FOR REFERENCE ONLY		I - U OF BED SI	FLICE.
CL	CENTERLINE	4.	NO DIMENSIONS SHALL BE SCALED. DRAWING DIMENSIONS SHO	OWN SHAL	L BE USED.	
CLR	CLEAR	5.	MAINTAIN 2'-6" BAG CLEARANCE, EXCEPT AS NOTED			
CONC	CONCRETE	6.	ALL LOAD AND TRANSPORTATION CONVEYORS TO HAVE 21" HI	GH SIDE	GUARD	
CONT	CONTINUOUS	7.	CONV NAMES TO BE CLEARLY LABELED W/ MIN. 4" TALL LET	TERING MI	IN. TWO LOCATION	IS
CONV	CONVEYOR		ALONG LENGTH OF CONV.			
DWG	DRAWING		ACCESS FROM THE OPPOSITE SIDE.	III ONLAS	SE TODE TO ALLO	
EL	ELEVATION	9.	EACH BELT/CAROUSEL SYSTEM WILL NEED ITS OWN CONTROL	PANEL, T	THE NUMBER OF	
ENGR	ENGINEER		CONTROL STATIONS WILL DEPEND ON THE FINAL DESIGN			
EQUIP	EQUIPMENT	10.	ALL JAMB RESETS AND ANY OTHER CONTROL BUTTONS SHALL	. BE VISIE	BLE AND EASILY	
FF	FINISHED FLOOR	ļ	ACCESSIBLE FROM THE MAINTENANCE SIDE OF THE EQUIPMEN	l	-	
FIN	FINISH					
I/B	INBOUND					
MAINT	MAINTENANCE					
MAX	MAXIMUM					
MIN	MINIMUM	0	ISSUED FOR REVIEW		06/06/22	KHR
MCP	MOTOR CONTROL PANEL	#			REV DATE	BY
N/A	NOT APPLICABLE					
NTS	NOT TO SCALE					
OA	OVERALL					
O/B	OUTBOUND	OWNER:	PROJ. N	<u>10.</u>		
OPNG	OPENING	MFMPI	HIS SHELBY COUNTY AIRPORT AUTHORITY	002	RANEY	
REF	REFERENCE	LOCATIO	DATE: 06/2	$\frac{0}{29/21}$		
REQ'D	REQUIRED	MEM	PHIS INTERNATIONAL AIRPORT SCALE 1/8"	$\frac{23}{21}$	www.raneyengineering	g.com
TBD	TO BE DETERMINED		WINCHESTER ROAD	_1 =0	SHFFT #	RFV
TEMP	TEMPORARY	2491	WINCHESTER ROAD DR. BT: RELL		$1 \circ f 1$	\cap
ТОВ	TOP OF BELT	MEMP	THIS, IN 38116 UK. BY:	 		U
тос	TOP OF CONCRETE	SUBJEC	$\frac{21}{2}$		$\frac{DWG. NO.}{AOOO}$	
TOS	TOP OF STEEL	CON	COURSE A, U/B & CONCOURSE B, O/	В	<u>AUUU</u>	

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



TERMINAL B EAST BAGGAGE MAKEUP CAROUSEL **COMPLETE REPLACEMENT**



MEMPHIS INTERNATIONAL AIRPORT

2491 Winchester Rd, Memphis, TN 38116

June 1, 2022 (Rebid)

PROJECT DESCRIPTION

INSTALLATION OF TWO NEW SLOPE PLATE BAGGAGE CAROUSELS BY DIVIDING THE EXISTING EAST B **BAGGAGE CAROUSEL INTO TWO SEPARATE SYSTEM. MSCAA INTENDS TO SELECT THE BEST** QUALIFIED PROPOSAL WITH REGARDS TO EXPERIENCE, AVAILABILITY, COST, SUB-CONSULTANTS AND OTHER REQUIREMENTS.

THE CONVEYORS THAT FEEDS THE CURRENT TERMINAL B EAST CAROUSEL SYSTEM WILL NEED TO BE MODIFIED TO SERVE BOTH OF THE TWO NEW SLOPE PLATE CAROUSELS INSTALLATION.

ALL MODIFICATIONS REQUIRED TO ACHIEVE THE CONVERSION INTO TWO NEW OPERATIONAL BAGGAGE CAROUSELS SHOULD BE PART OF THIS DESIGN/BUILD PROPOSAL WHICH INCLUDES, BUT NOT LIMITED TO, MODIFICATIONS OF THE CONVEYOR SYSTEM, ELECTRICAL, CONTROL S, SENSORS, WALLS, CEILINGS, FINISHES, SIGNAL, SIGNAGE, BOLLARDS, RAILS, WALK AREAS AND ALL ASSOCIATED COMPONENT THIS SCOPE.

IDENTIFY ANY ALLOWANCES THAT MAY BE REQUIRED. IDENTIFY A CONTINGENCY FOR UNSEEN **CONDITIONS OR CHANGES.**

IN ORDER FOR AIRLINE CONTINUE OPERATIONS WITHOUT INTERRUPTION, IT IS THE INTENTION OF THE AIRPORT TO DIVIDE THE PROJECT INTO PHASES.

- PHASE 1 WILL BEGIN WITH THE INSTALLATION OF A TEMPORARY CONVEYOR CAROUSEL.
- PHASE 2 SHALL BE THE INSTALLATION OF THE NEW CONVEYOR CAROUSELS AND **RECONFIGURATION OF THE BELT FEEDS AS INDICATED ON THE DRAWINGS. COORDINATE ALL** PHASING AND WORK WITH MSCAA AND AIRLINE OPERATIONS AS REQUIRED.
- PHASE 3 WILL BE THE REMOVAL OF ALL TEMPORARY CONVEYOR, CAROUSELS AND EQUIPMENT AND FINAL CLEANUP OF WORK AREAS.

DESIGN/ BUILD PROPOSAL SHALL IDENTIFY COSTS FOR EACH PHASE OF THE PROJECT WITH ADDITIONAL DETAILED BREAKDOWN OF COSTS THAT MAY BE APPROPRIATE. PROPOSAL SHALL **INCLUDE A SCHEDULE FOR EACH PHASE OF WORK.**

THIS TURN KEY "DESIGN BUILD" PROJECT CONSISTS OF

- A. THE COMPLETE REMOVAL AND DISPOSAL OF THE CURRENT EAST MAKEUP CAROUSEL SYSTEM AT TERMINAL B AT APRON LEVEL.
- B. REMOVAL OF ANY WIRING AND CONDUITS NO LONGER IN USE AS A RESULT OF THE REMOVAL.
- C. THE INSTALLATION OF TWO NEW SLOPE PLATE MAKEUP CAROUSEL SYSTEMS AT THE SAME LOCATION AS REPLACEMENT.
- D. ALL NEW ASSOCIATED CONTROL, HANGAR SUPPORTS, SIGNAL, LIGHT, SAFETY SENSOR, EMERGENCY SHUT OFF ETC FOR THE NEW SYSTEM AND POWER INSTALLATION.
- E. LIMITED MODIFICATION /RELOCATION OF CURRENT LIGHT FIXTURES AFFECTED BY THE NEW EQUIPMENT.
- F. MISCELLANEOUS FINISH REPAIR, INCIDENTAL ACCESSORY RELOCATION AND GENERAL CLEANING AS A RESULT OF THE BELT REPLACEMENT.

INDEX OF DRAWINGS

GENERAL		
G000	OVERALL PROJECT COVERS	•
G001	COVER SHEET	•

A000)	CONCOURSE A,O/B & CONCOURSE B, O/B - MECHANICAL GENERAL NOTES AND CLARIFICATIONS	•
A001		TERMINAL "B" CAROUSEL DEMOLITION AND NOTES	•
AUU2	2	TERMINAL B CAROUSEL NEW STSTEM AND NOTES	
MEC	HANICA		
B002	<u>2</u> 3	B -OB1-2 THRUOB1-4 PLAN & ELEVATION B -OB1-6 THRU OB1-10 PLAN & ELEVATION	•
B003	BA	B -OB1-6 THRU OB1-10 PLAN & ELEVATION	•
B003	BB	B -OB1-6 THRU OB1-10 DEMOLITION PLAN	•
ELE	CTRICAL	L	
E102	2	ELECTRICAL - TERMINAL "B"-APRON PLAN-POWER	•
PROJ	ECT NOTE	S	
1.	SEE ALS	30 MECH DRAWINGS FOR SPECIFICS REGARDING THE DETAILS OF NEW SYS	STEM.
2.	ALL MAT APPLICA ENFORC PERMITS COMPLI, RESPON TRADES	JERIAL AND CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF A ABLE BUILDING, ELECTRICAL, MECHANICAL, FIRE PROTECTION AND LIFE SAF CED BY LOCAL AUTHORITY. DESIGN BUILD CONTRACTOR SHALL OBTAIN ALL S, APPROVALS, LICENSES, ETC., FOR ALL TRADES. CONTRACTOR IS RESPO ANCE WITH ALL LOCAL CODES, ORDINANCES, AND REGULATIONS. CONTRA VSIBLE FOR FILING AND SECURING ALL NECESSARY PERMITS, APPROVALS, 1 3.	ALL ETY CC NECES NSIBLE CTOR I ETC., F
3.	THE COI FINISHE MATERI PREPAR SEQUEN	NTRACTOR SHALL PLAN AND SCHEDULE THE PROGRESSION OF THE WORK D AREAS DO NOT HAVE TO BE OPERATED ON OR OTHERWISE USED AS ROU AL TRANSPORTATION IN ORDER TO REACH REMAINING WORK. SCHEDULE A ATION WORK TO MINIMIZE THE RISK OF DAMAGE, COORDINATE WITH OWNE NCE OF DEMOLITION AND CONSTRUCTION PRIOR TO STARTING OF WORK.	(SO TH JTES F(ANY ER THE
4.	CONTRA SPECIFIO PROPER	ACTOR SHALL SCHEDULE THE WORK PER MANUFACTURER RECOMMENDAT CATION. CONTRACTOR WILL BE FULLY RESPONSIBLE FOR WATER DAMAGE RTY DUE TO UNFINISHED OPEN WORK.	ion an To the
5.	COORDI THE MA PREPAR NEW MA	INATE THE COMPATIBILITY OF THE PREPARATION WORK WITH THE REQUIRE TERIALS AND PROCEDURES SPECIFIED FOR THE NEW WORK. SCHEDULE AI ATION WORK TO COINCIDE AS CLOSELY AS PRACTICABLE WITH THE INSTAL TERIALS.	EMENTS LL LATION
6.	ANY DAN ETC., US OF THE CONDITI THE OW	MAGE TO EXISTING FINISH, INCLUDING BUT NOT LIMITED TO WALL FINISHES, SED AS HAUL ROUTES OR ACCESS ROUTES SHALL BE CONSIDERED THE RES CONTRACTOR AND HE/SHE SHALL PROMPTLY REPAIR ANY DAMAGED TO ITS ION, TO THE SATISFACTION OF THE OWNER AND ARCHITECT, AT NO ADDITIC /NER.	, FLOOF SPONS S ORIGI DNAL C
7.	CONTRA AREA TH	ACTOR MUST FOLLOW THE AIRPORT REQUIREMENTS OF ID BADGE AND ACC HAT REQUIRE SECURITY CREDENTIAL.	ESS TO
8.	VERIFY	JOB CONDITIONS PRIOR TO BEGINNING WORK. REPORT TO ENGINEER ANY	
	MEASUF AND THE SPECS.	PANCIES OR OMISSIONS WHICH MAY INTERFERE WITH SATISFACTORY COM RESOLVE ANY DISCREPANCIES PRIOR TO BEGINNING WORK. VERIFY ALL FIE REMENTS, FIELD CONSTRUCTION, INSTALLATION CRITERIA. COORDINATE AL E METHODS OF CONSTRUCTION. ALL WORK IS TO CONFORM WITH DRAWING DRAWINGS ARE NOT TO BE SCALED FOR INFORMATION. CONTRACTOR TO V . SIZE FOR PROPER INSTALLATION.	ELD L TRAD SS AND /ERIFY
9.	ENSURE COORDI RESPON THROUC CONSTF DISPOS/ TRAFFIC	E THE PREMISES ARE MAINTAINED CLEAN AND FREE OF DEBRIS DURING WO INATE THE FREQUENCY OF REMOVAL WITH OWNER. FINAL CLEANUP IS THE NSIBILITY OF THE CONTRACTOR. REPAIR, PATCH, TOUCH-UP AND MAINTAIN O GHOUT THE PROJECT. REMOVE AND DISPOSE OF ALL DEMOLISHED MATERIA RUCTION DEBRIS. OWNER'S DUMPSTER(S) OR TRASH CAN(S) SHALL NOT BE AL OF ANY CONSTRUCTION WASTE. REPAIR GROUND DAMAGE CAUSED BY C.	ORK. CLEANI AL AND ` FOR TRUCK
10.	CONTRA SECURE OF THE BY OWN PROPER ANY CO INSTALL	ACTOR TO OVERSEE CLEANING AND ENSURE THAT THE PREMISES ARE MAIN <u>D</u> DURING CONSTRUCTION. DAILY CLEANUP AND FINAL CLEANUP IS THE RE CONTRACTOR. REPAIR, PATCH, TOUCH-UP AND MAINTAIN CLEANING UNTIL JER <u>RESERVES THE RIGHT TO REJECT ANY COMPLETED WORK THAT HAS N</u> <u>RLY PROTECTED FROM CONSTRUCTION MATERIAL, UNPROTECTED FOOT T</u> <u>DNSTRUCTION ACTIVITY HAS POTENTIALLY COMPROMISED THE INTEGRITY (</u> <u>LATION.</u>	NTAINE ESPON ACCEP IOT BE RAFFIC OF THE
11.	COORDI STAGINO	INATE AND OBTAIN APPROVAL FROM OWNER FOR LOCATION OF DUMPSTER G, ETC.	R, MATE
12.	ALL MAT	FERIAL STORED ON SITE SHALL BE PROPERLY PROTECTED TO PREVENT DA	MAGE.
13.	REMOVE	E CONSTRUCTION AND GENERAL DEBRIS FROM THE WORK AREA. DISCARD	ANY SO
1/		SCRAPS, FOOD, WATER BOTTLES AND MISCELLANEOUS GARBAGE.	P
14.	OVERSE THE REF PROJEC INCLUDE CHANGE INCIDEN AT THE I	EEING THE WORK PROGRESS WHEN ANY WORK IS PERFORMED. FOR THE D PAIR PROJECT, CONTRACTOR MUST MAINTAIN AND FURNISH ELECTRONIC D T TEAM AND OWNER DESIGNATED PERSONNEL DAILY. THE LOG DOCUMENT E INFORMATION SUCH AS AMOUNT OF WORK COMPLETED, PROGRESS PICT ES, CONCEALED CONDITIONS, TRANSITION OF MATERIAL, UNFORESEEN DAM ITS ETC. THIS INFORMATION SHALL BE INCLUDED AS PART OF THE CLOSEOU END OF THE PROJECT.	URATIC DAILY LO TATION URES, MAGES JT DOC
15.	ALL WOI AND NO CONTRA OWNER	RK IS TO CONFORM WITH DRAWINGS AND SPECS. DRAWINGS ARE APPROXI T TO BE SCALED FOR INFORMATION. PAYMENT WILL NOT BE MADE TO GENE ACTOR ON CHANGES OR EXTRAS UNLESS THEY ARE VERIFIED AND APPROV	MATE (ERAL ED BY
16.	SHOULD REFERE HAVE ES THEY HA MATERIA	CONFLICT OCCUR IN OR BETWEEN DRAWINGS AND SPECIFICATIONS OR W NCES OR CONTRACT DRAWINGS HAVE BEEN OMITTED, CONTRACTOR IS DE STIMATED THE MOST EXPENSIVE MATERIALS AND CONSTRUCTION INVOLVE AVE ASKED FOR AND OBTAINED WRITTEN PERMISSION FROM ARCHITECT AS AL OR METHOD WILL BE REQUIRED.	(HERE I EEMED D UNLE S TO WI
17.	NO POR COMME PORTIO SAMPLE	TION OF THE WORK REQUIRING A SHOP DRAWING OR SAMPLE SUBMISSION NCED UNTIL THE SUBMISSION HAS BEEN APPROVED BY THE AIRPORT. ALL S NS OF THE WORK SHALL BE IN ACCORDANCE WITH THE APPROVED SHOP D ES.	I SHALL SUCH RAWIN
18.	CONTRA REPORT SATISFA ALL FIEL ALL TRA	ACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING JOB CONDITIONS AND F TO ENGINEER ANY DISCREPANCIES OR OMISSIONS WHICH WOULD INTERF ACTORY COMPLETION OF WORK. CONTRACTOR IS RESPONSIBLE FOR VERIF _D MEASUREMENTS, FIELD CONSTRUCTION, INSTALLATION CRITERIA, COOR ADES AND THE METHODS OF CONSTRUCTION.	SHALL ERE W FICATIC
19.	CONTRA ENGINEI RESPON SUBMIT CONSTR	ACTOR SHALL PROVIDE A SCHEDULE OF SHOP DRAWINGS, SAMPLES AND C ER/OWNER'S APPROVAL PRIOR TO ORDERING OR FABRICATION. CONTRACT ASIBILITY FOR ERROR OR OMISSIONS IN SUBMITTAL IS NOT RELIEVED BY A/E TAL. DISRUPTION SHALL BE MINIMAL OUTSIDE PROJECT LIMIT AT ALL TIMES RUCTION.	UT SHE TOR'S E REVIE DURIN(
20.	THE EXA ESTABL	ACT LIMITS OF THE CONTRACTOR'S STAGING AND STORAGE AREA SHALL BE ISHED BY THE CONTRACTOR WITH THE APPROVAL OF MSCAA.	Ē
21.	CONTRA WASTE FURNISH AND REI MANNEF	ACTOR SHALL EXERCISE ALL SAFETY PRECAUTION DURING WORK. DO NOT MATERIAL TO COLLECT IN CONCENTRATED BUILDUPS AROUND THE WORK / H PROTECTION OF THE BUILDINGS CONTENTS AND PERSONNEL AT ALL TIME MOVE DEMOLITION AND WASTE MATERIAL FROM THE WORK AREA IN AN OR R.	ALLOW AREA. ES. COL DERLY
22.	THE ARE CONSTF COORDI MINIMIZI LOSS OF CONSTF	EAS AROUND THE CONVEYOR REPLACEMENT WORK MAY BE IN USE DURING RUCTION ; THEREFORE, IT IS OF UTMOST IMPORTANCE FOR SAFETY DURING INATE ALL MATERIAL, WORKMEN ACCESS, WITH THE OWNER'S REPRESENT, E DISRUPTION OF THE OWNER'S USE OF THE FACILITY AND TO MINIMIZE THI R DAMAGE TO THE EXISTING FACILITY, ITS CONTENTS, AND OCCUPANTS.TH RUCTION SHALL NOT COMPROMISE SECURITY, LIFE SAFETY OR FIRE SAFET	G THE G THE W ATIVE T E THRE E Y

UNLESS NOTED OTHERWISE, CONTRACT TIME FOR THE PROJECT SHALL BE XXXX ? WEEKS. SEE 23. TERMS AND CONDITIONS IN PROCUREMENT REQUIREMENT FOR INFORMATION ABOUT LIQUIDATED DAMAGES.

AT ALL TIMES.

SAME WORK DAY OR TEMPORARY MEASURES SHALL BE TAKEN TO ASSURE SAFETY COMPLIANC

- ALL WORK THAT WOULD GENERATE EXCESSIVE NOISE SUCH AS DEMOLITION JACK HAMMERING, 24. SAW CUTTING ETC MUST OCCUR AT NIGHT FROM 2200-0500 TO AVOID DISTURBANCE OF THE DAY TIME OPERATION OF THE AIRPORT.
- SHOULD THERE BE A NEED FOR MASONRY OR CONCRETE CUTTING OR DRILLING . IT IS THE 25. RESPONSIBILITY FOR OF THE CONTRACTOR TO PROTECT BOTH CONSTRUCTION WORKERS AND AIRPORT WORKERS FROM SILICA DUST. CONTRACTORS CAN USE TOOLS FROM TABLE 1 OF THE SILICA STANDARD THAT INVOLVE HEPA VACUUMS OR WET METHODS TO PREVENT SILICA DUST FROM BECOMING AIRBORNE.
- THE DESIGN-BUILD CONTRACTOR OF THE BELT REPLACEMENT SHALL ENSURE THE FINAL DESIGN AND CONSTRUCTION COMPLIES WITH ALL APPLICABLE OSHA STANDARDS INCLUDING STANDARD OF SAFEGUARDING EQUIPMENT AND PROTECTING EMPLOYEE FROM AMPUTATIONS. CONTRACTOR SHALL ENSURE THE REPLACED SYSTEM DO NOT HAVE ANY PINCH/AMPUTATION POINTS OR PROVIDE AT LEAST A SAFETY SHUT OFF SYSTEM FOR THE MACHINE IF AN EXTREMITY IS BETWEEN THE EQUIPMENT, BAG JAMS, ROLLING DOORS, ETC THE NEW DESIGN AND EQUIPMENT SHOULD BE MARKED APPROPRIATELY ON HOW TO LOG OUT TAG OUT FOR JAMS OR MAINTENANCE REPAIRS.





CONVEYOR AND CAROUSEL DEMOLITION PLAN 1/16" = 1'-0"



PICTURE 2

SEE MECHANICAL AND ELECTRICAL FOR DETAILS. COMPLETE REMOVAL OF THE FLAT SECTION AND ALL COMPONENTS. ANY ASSOCAITED CONTROL, POWER, DISCONNECT, WIRING, EMPTY CONDUITS ETC SHALL ALSO BE REMOVED BACK TO THE PANEL BOX. COORDINATE WITH AIRPORT MAINTENANCE FOR ANY PARTS TO BE PRESERVED FOR MAINTENANCE REPAIR.



PICTURE 5 EXISTING OVERHEAD CONVEYOR TO BE MODIFIED FOR NEW SYSTEM. REMAINING SECTIONS THAT ARE NOT USED TO BE ADBANDONED IN PLACE. INSTALL WARNING AND LOCK OUT UNUSED CONEYOR FOR OSHA SAFETY. POWER CLEAN THE AREA FOR GENERAL CLEANINESS.





PICTURE 6 ANY UNUSED WIRING OR CONDUITS THAT ARE NO LONGER IN SERVICE SHALL BE REMOVED BACK TO THE CORRESPONDING PANEL. CONTRACTOR SHALL POWER CLEAN THE FLOOR AREA WITHIN 10 FEET OF THE NEW REPLACEMENT SYSTEM PRIOR TO STARTING OF THE NEW SYSTEM INSTALLATION.



PROTECT ANY CURRENT NOTIFICATION, RADIO AND ANY EQUIPMENT THAT BELONGS TO THE AIRLINES THAT IS NOT PART OF THE SCOPE OF WORK FOR CAROUSEL REPLACEMENT.



THE RELOCATION AND REINSTALLATION OF ANY EXISTING LIGHTING FIXTURES AND ANY AFFECTED DEVICES THAT IS AFFECT BY THE CAROUSEL REPLACEMENT SYSTEM SHALL BE THE CONTRACTOR'S RESPONSIBILTY.





PICTURE 8



UNLESS THE PRESENCE OF THE EXISTING BOLLARD AFFECT THE PROPER INSTALLATION OF NEW CAROUSEL SYSTEM, ALL EXISITNG BOLLAR PROTECTION TO REMAIN AND REPAINTED WITH ADDITIONAL COAT OF SAFETY YELLOW.



PRESERVE AND REUSE EXISTING BAGGAGE DEFLECTOR WHEREAS APPLICABLE. CLEAN AND REPAINT SAFETY YELLOW. ADD NEW DEFLECTOR AND LADDER/CROSSOVER ACCESS AS REQUIRED FOR PROPER OPERATION.

NOTE: SEE MECHANICAL DRAWING BY RANEY ENGINEERING AND ELECT CONTROL SPECIFICATION BY IES FOR ADDITIONAL INFORMATION

13. FINAL CLEAN UP IS THE RESPONSIBILITY OF THE

PROVIDE SYSTEM TESTING, AND MAINTENANCE

TRAINING BEFORE THE CLOSE OUT OF THE

CONTRACTOR.

PROJECT .

14.











NOTE: SEE MECHANICAL DRAWING BY RANEY ENGINEERING AND ELECT CONTROL SPECIFICATION BY IES FOR ADDITIONAL INFORMATION





- 1. MODIFIY EXISTING AB112 AND RENAME OB1-2
- 2. REUSE EXISTING AB112 DRIVE UNLESS A NEW DRIVE IS REQUIRED
- 3. INSTALL NEW INCLINE POWERTURN (OB1-3) AT END OF OB1-2
- 4. MODIFY EXISTING CS2-6 AND RENAME OB1-4
- REUSE EXISTING CS2-6 DRIVE UNLESS A NEW DRIVE IS REQUIRED
 INSTALL NEW CONVEYORS FROM EXISTING ALL NEW CONVEYORS TO BE SUPPORTED WITH NEW SUPPORT STRUCTURE PER RELEVANT BUILDING
- CODES 7. REMOVE AB113

NEW NAME	ТҮРЕ	ANGLE	SLOPE	LENGTH (FT)	ELEV. CHANGE (FT)	BELT WIDTH (IN)	SPEED (FPM)	HP
OB1-2 [AB112]	Transport	Decline	24 Deg			24	EX	EX
OB1-3	Transport - powerturn	RH-90 Deg Incline			0.5	36	100	1.5
OB1-4 [CS2-6]	Transport	Incline	12 Deg			36	EX	EX



AE	BREVIATIONS
GENERAL ABBR	DESCRIPTION
AFF	ABOVE FINISHED FLOOR
BHS	BAGGAGE HANDLING SYSTE
BLDG	BUILDING
BOS	BOTTOM OF STEEL
ВОТ	воттом
CL	CENTERLINE
CLR	CLEAR
CONC	CONCRETE
CONT	CONTINUOUS
CONV	CONVEYOR
DWG	DRAWING
EL	ELEVATION
ENGR	ENGINEER
EQUIP	EQUIPMENT
FF	FINISHED FLOOR
FIN	FINISH
I/B	INBOUND
MAINT	MAINTENANCE
MAX	MAXIMUM
MIN	MINIMUM
MCP	MOTOR CONTROL PANEL
N/A	NOT APPLICABLE
NTS	NOT TO SCALE
OA	OVERALL
O/B	OUTBOUND
OPNG	OPENING
REF	REFERENCE
REQ'D	REQUIRED
TBD	TO BE DETERMINED
TEMP	TEMPORARY
ТОВ	TOP OF BELT
ТОС	TOP OF CONCRETE
TOS	TOP OF STEEL

	GENERAL NOTES:								
	1. ALL ELEVATION DIMENSIONS SHOWN ARE ABOVE	FINISHED FLOOR							
	1.1. CONCOURSE AREA EL. 311'-5"								
1	1.2. BAGGAGE / CUSTOMER AREA EL. 298-0"	2. BAGGAGE / CUSTOMER AREA EL. 298 -0°							
_	1.3. APRON / SECURE AREA EL. 297-6								
	Z. [CONV NAME] INDICATES EXISTING CONV. NAME	2. [CONV NAME] INDICATES EXISTING CONV. NAME							
_	J. SUPPORTS NUT TO EXCEED TO -O U.N.U. SU	PPORT TO LAND W/IN	I-U UF BED SI	LICE.					
_	4. NO DIMENSIONS SHALL BE SCALED, DRAWING DIM	FNSIONS SHOWN SHAL	I BE USED.						
_	5. MAINTAIN 2'-6" BAG CLEARANCE. EXCEPT AS NO	TED							
_	6. ALL LOAD AND TRANSPORTATION CONVEYORS TO	HAVE 21" HIGH SIDE	GUARD						
_	7. CONV NAMES TO BE CLEARLY LABELED W/ MIN.	4" TALL LETTERING MI	N. TWO LOCATION	S					
_	ALONG LENGTH OF CONV.								
_	8. ALL LUBRICATION POINTS AGAINST WALLS SHALL	BE FITTED WITH GREAS	E TUBE TO ALLO	W FOR					
_	ACCESS FROM THE OPPOSITE SIDE.								
_	9. EACH BELL/CAROUSEL SYSTEM WILL NEED ITS O	WN CONTROL PANEL, I	HE NUMBER OF						
	10. ALL JAMB RESETS AND ANY OTHER CONTROL BU	ITTONS SHALL BE VISIB	IF AND FASILY						
_	ACCESSIBLE FROM THE MAINTENANCE SIDE OF T	HE EQUIPMENT.							
_									
	1 GENERAL REVISION		06/06/22	KHR					
	0 ISSUED FOR REVIEW		01/12/22	JAT					
	# REVISION DESCRIPTION		REV DATE	BY					
	OWNER:	<u>PROJ. NO.</u>		8					
	MEMPHIS SHELBY COUNTY AIRPORT AUTHORITY	006-002	- KANEY						
	LOCATION:	DATE: 06/29/21	INDUSTRIAL CONVEYOR D						
	MEMPHIS INTERNATIONAL AIRPORT	SCALE: 1/8"=1'-0"	www.raneyengineering 901-767-3130	j.com					
	2491 WINCHESTER ROAD	DR. BY: RFIIC	<u>SHEET #</u>	<u>REV.</u>					
	MEMPHIS, TN 38116	CK. BY:	1 of 1	1					
	SUBJECT:		<u>DWG. NO.</u>						
	CONCOURSE B - OB1-2 THRU OB1-4	PLAN & ELEV	B002						



- 1. INSTALL TWO NEW SLOPE PLATE MAKEUP UNITS (MU1 & MU2) TO
- REPLACE DEMOLISHED MAKEUP UNIT MU1. 2. INSTALL NEW CONVEYORS FROM END OF EXISTING CS2-7 TO NEW MAKEUP UNIT MU1 (OB1-6 THROUGH OB1-10)
- 3. INSTALL NEW TC2-5
- 4. INSTALL TEMPORARY GRAVITY ROLLER CONVEYOR TO BE USED UNTIL MU2 AND NEW TC2-5 ARE COMPLETED.
- 5. INSTALL NEW CONVEYORS FROM EXISTING ALL NEW CONVEYORS TO BE SUPPORTED WITH NEW SUPPORT STRUCTURE PER RELEVANT BUILDING CODES

ABBREVIATIONS				
GENERAL ABBR	DESCRIPTION			
AFF	ABOVE FINISHED FLOOR			
BHS	BAGGAGE HANDLING SYSTEM			
BLDG	BUILDING			
BOS	BOTTOM OF STEEL			
вот	воттом			
CL	CENTERLINE			
CLR	CLEAR			
CONC	CONCRETE			
CONT	CONTINUOUS			
CONV	CONVEYOR			
DWG	DRAWING			
EL	ELEVATION			
ENGR	ENGINEER			
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FF	FINISHED FLOOR			
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MCP	MOTOR CONTROL PANEL			
N/A	NOT APPLICABLE			
NTS	NOT TO SCALE			
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ТОВ	TOP OF BELT			
тос	TOP OF CONCRETE			
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	GENE	RAL NOTES:							
	1.	ALL ELEVATION DIMENSIONS SHOWN ARE ABOVI	E FINISHED FLOOR						
	1.1	1. CONCOURSE AREA EL. 311'-5"							
	1.1	2. BAGGAGE / CUSTOMER AREA EL. 298'-0"							
	1.	3. APRON / SECURE AREA EL. 297'-6"							
	2.	[CONV NAME] INDICATES EXISTING CONV. NAME							
	3	CONV. SUPTS NOT TO EXCEED 10'-0" U.N.O. S	SUPPORT TO LAND W/IN	1'-0" OF BED SI	PLICE.				
	3.	1. SUPPORTS SHOWN FOR REFERENCE ONLY							
	4. 5	NU DIMENSIONS SHALL BE SCALED. DRAWING L	IMENSIUNS SHUWN SHAL	L BE USED.					
	5. 6	MAINTAIN 2 -0 DAG CLEARANCE, EXCEPT AS IN							
	0. 7	CONV NAMES TO BE CLEARLY LARELED W/ MIN	J HAVE ZI HIGH SIDE I A" TALL LETTEDING MI		c				
	/.	ALONG LENGTH OF CONV	A. 4 TALL LETTENING WI	N. TWO LOCATION	5				
	8.	ALL LUBRICATION POINTS AGAINST WALLS SHALI	_ BE FITTED WITH GREAS	SE TUBE TO ALLO	W FOR				
		ACCESS FROM THE OPPOSITE SIDE.							
	9.	EACH BELT/CAROUSEL SYSTEM WILL NEED ITS	OWN CONTROL PANEL, T	HE NUMBER OF					
	10	CONTROL STATIONS WILL DEPEND ON THE FINA	L DESIGN						
	10.	ALL JAMB RESEIS AND ANY OTHER CONTROL E	SUITONS SHALL BE VISIE	ILE AND EASILY					
		ACCESSIBLE FROM THE MAINTENANCE SIDE OF		1					
	1	GENERAL REVISIONS		06/06/22	KHR				
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	CONC	JUUKSE R - URI-0 IHKU URI-10	J PLAN & ELEV						



9. EACH BELT/CAROUSEL SYSTEM WILL NEED ITS OWN CONTROL PANEL, THE NUMBER OF CONTROL STATIONS WILL DEPEND ON THE FINAL DESIGN 10. ALL JAMB RESETS AND ANY OTHER CONTROL BUTTONS SHALL BE VISIBLE AND EASILY ACCESSIBLE FROM THE MAINTENANCE SIDE OF THE EQUIPMENT. 1 GENERAL REVISIONS 06/06/22 KHR 0 ISSUED FOR REVIEW 01/12/22 KHR # REVISION DESCRIPTION 006-002 DATE: 06/29/21 SCALE: 1/8"=1"-0" 90.767-3130 DR. BY: 24.91 WINCHESTER ROAD MEMPHIS, TN 38116 SUBJECT: CONCOURSE B - OB1-6 THUR OB1-10 SECTIONS		6. 7. 8.	ALL LOAD AND TRANSPORTATION CONVEYORS TO HAVE 21" HIGH SIDE GUARD CONV NAMES TO BE CLEARLY LABELED W/ MIN. 4" TALL LETTERING MIN. TWO LOCATIONS ALONG LENGTH OF CONV. ALL LUBRICATION POINTS AGAINST WALLS SHALL BE FITTED WITH GREASE TUBE TO ALLOW FOR ACCESS FROM THE OPPOSITE SIDE.							
Image: Comparison of the second se		9. 10.	 EACH BELT/CAROUSEL SYSTEM WILL NEED ITS OWN CONTROL PANEL, THE NUMBER OF CONTROL STATIONS WILL DEPEND ON THE FINAL DESIGN ALL JAMB RESETS AND ANY OTHER CONTROL BUTTONS SHALL BE VISIBLE AND EASILY ACCESSIBLE FROM THE MAINTENANCE SIDE OF THE EQUIPMENT. 							
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MEMPHIS SHELBY COUNTY AIRPORT AUTHORITY LOCATION: MEMPHIS INTERNATIONAL AIRPORT 2491 WINCHESTER ROADOO6-OO2 DATE: 06/29/21 SCALE: 1/8"=1'-0"CRANEY OF DATE: 06/29/21 SCALE: 1/8"=1'-0"MEMPHIS, TN 38116OO6-OO2 DATE: 06/29/21 SCALE: 1/8"=1'-0"INDUSTRIAL CONVEYOR DESIGN WWW.raneyengineering.com 901-767-3130SUBJECT: CONCOURSE B - OB1-6 THUR OB1-10 SECTIONSDWG. NO.	<u>OW</u>	NER:		PROJ. NO.						
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<u>subject:</u> CONCOURSE B - OB1-6 THUR OB1-10 SECTIONS	ME	MP	HIS, TN 38116	2 of 3	1					
CONCOURSE B - OB1-6 THUR OB1-10 SECTIONS	SUE	BJEC	<u>)T:</u>	-	<u>DWG. NO.</u>					
	C	DNC	COURSE B - OB1-6 THUR OB1	-10 SECTIONS						

3.1. SUPPORTS SHOWN FOR REFERENCE ONLY 4. NO DIMENSIONS SHALL BE SCALED. DRAWING DIMENSIONS SHOWN SHALL BE USED. 5. MAINTAIN 2'-6" BAG CLEARANCE, EXCEPT AS NOTED

3. CONV. SUPTS NOT TO EXCEED 10'-0" U.N.O. SUPPORT TO LAND W/IN 1'-0" OF BED SPLICE.

1.3. APRON / SECURE AREA EL. 297'-6" 2. [CONV NAME] INDICATES EXISTING CONV. NAME

1.2. BAGGAGE / CUSTOMER AREA EL. 298'-0"

1. INSTALL TWO NEW SLOPE PLATE MAKEUP UNITS (MU1 & MU2) TO

2. INSTALL NEW CONVEYORS FROM END OF EXISTING CS2-7 TO NEW MAKEUP

4. INSTALL TEMPORARY GRAVITY ROLLER CONVEYOR TO BE USED UNTIL MU2

SUPPORTED WITH NEW SUPPORT STRUCTURE PER RELEVANT BUILDING

5. INSTALL NEW CONVEYORS FROM EXISTING ALL NEW CONVEYORS TO BE

REPLACE DEMOLISHED MAKEUP UNIT MU1.

UNIT MU1 (OB1-6 THROUGH OB1-10)

AND NEW TC2-5 ARE COMPLETED.

3. INSTALL NÊW TC2-5

CODES

GENERAL NOTES:

1. ALL ELEVATION DIMENSIONS SHOWN ARE ABOVE FINISHED FLOOR

1.1.CONCOURSE AREA EL. 311'-5"



GENERAL NOTES: 1. ALL ELEVATION DIMENSIONS SHOWN ARE ABOVE FINISHED FLOOR 1.1.CONCOURSE AREA EL. 311'-5" 1.2. BAGGAGE / CUSTOMER AREA EL. 298'-0" 1.3. APRON / SECURE AREA EL. 297'-6" 2. [CONV NAME] INDICATES EXISTING CONV. NAME 3. CONV. SUPTS NOT TO EXCEED 10'-0" U.N.O. SUPPORT TO LAND W/IN 1'-0" OF BED SPLICE. 3.1. SUPPORTS SHOWN FOR REFERENCE ONLY 4. NO DIMENSIONS SHALL BE SCALED. DRAWING DIMENSIONS SHOWN SHALL BE USED. 5. MAINTAIN 2'-6" BAG CLEARANCE, EXCEPT AS NOTED 6. ALL LOAD AND TRANSPORTATION CONVEYORS TO HAVE 21" HIGH SIDE GUARD 7. CONV NAMES TO BE CLEARLY LABELED W/ MIN. 4" TALL LETTERING MIN. TWO LOCATIONS ALONG LENGTH OF CONV. 8. ALL LUBRICATION POINTS AGAINST WALLS SHALL BE FITTED WITH GREASE TUBE TO ALLOW FOR ACCESS FROM THE OPPOSITE SIDE. 9. EACH BELT/CAROUSEL SYSTEM WILL NEED ITS OWN CONTROL PANEL, THE NUMBER OF CONTROL STATIONS WILL DEPEND ON THE FINAL DESIGN 10. ALL JAMB RESETS AND ANY OTHER CONTROL BUTTONS SHALL BE VISIBLE AND EASILY ACCESSIBLE FROM THE MAINTENANCE SIDE OF THE EQUIPMENT. NOTES: 1. REMOVE EXISTING MAKEUP DEVICE MU1. 2. REMOVE EXISTING CS2-8 CONVEYOR 3. REMOVE EXISTING TC2-5 CONVEYOR 4. TC2-TEMP1 & TC2-TEMP2 WILL BE REUSED AS OB1-6 & OB1-7 (14B)15 11'-10 3/4" 11'-10 13/16" [142 3/4] SECTION A1-A1 TEMP 06/06/22 KHR 01/12/22 JAT GENREAL REVISIONS 0 ISSUED FOR REVIEW REV. DATE BY # REVISION DESCRIPTION PROJ. NO. OWNER: **RE**RANEY **O** MEMPHIS SHELBY COUNTY AIRPORT AUTHORITY 006-002 LOCATION: DATE: 06/29/21 INDUSTRIAL CONVEYOR DESIGN www.raneyengineering.com 901-767-3130 MEMPHIS INTERNATIONAL AIRPORT SCALE: 1/8"=1'-0"

2491 WINCHESTER ROAD

MEMPHIS, TN 38116

SUBJECT:

<u>SHEET # REV.</u>

DWG. NO.

3 of 3

DR. BY:

CK. BY:

CONCOURSE B - OB1-6 THRU OB1-10 DEMO PLAN





ELECTRICAL - TERMINAL B APRON DEMOLITION PLAN -2 <u>POWER</u> 1/32" = 1'-0"





1 ELECTRICAL - TERMINAL B APRON CONCEPT PLAN - POWER 1/32" = 1'-0"

GENERAL DRAWING NOTES

- THE GATES SECURING THE SECURED SIDA AREA FROM THE PUBLIC Α. MUST BE MAINTAINED AT ALL TIMES.
- MOVE/SHIFT EXISTING LIGHTS FOR NEW EQUIPMENT EVEN IF THE В. FIXTURE IS NOT WORKING.
- REPLACE EXISTING E-STOPS AND ALARM/BEACON LIGHTS FOR BELTS C.
- AND CONVEYOR SYSTEMS BEING REPLACED. COORDINATE MSCAA SCREENS AND COMMUNICATION PORTS FOR D.
- RELOCATION. REMOVE ABANDONDED RACEWAY AND CABLING ALL THE WAY BACK TO Ε.
- THE LIVE PANEL. F. FOR ALL MOTORS 0.5HP TO 5HP AT 460/3PH, THE MINIMUM WIRE SIZE
- SHALL BE 14 AWG COPPER FOR RUNS LESS THAN 150 FEET PER NEC.
- PHOTO EYES SHALL BE INSTALLED AT EACH CONVEYOR TO CONVEYOR G. TRANSFER TO INDICATE A JAMB. CONTROL SYSTEM INTEGRATOR SHALL COORDINATE WITH OWNER AND H.
 - CONVEYOR CONTRACTOR FOR QUANTITY AND LOCATION OF PHOTO EYES, GATES, CAROUSEL HATCHES, SAFETY INTEGRITY LEVEL, AND E-STOP PUSHBUTTONS.



Picture 2: Typical HMI screen on MCP.



Picture 4: Existing conveyor MCP and PLC to be removed.





















MEMPHIS INTERNATIONAL AIRPORT 2491 Winchester Rd, Memphis, TN 38116



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

- A. THE OUTBOUND CAROUSEL SYSTEM AT TERMINAL A AT APRON LEVEL

TERMINAL A BAGGAGE CAROUSEL REPLACEMENT

June 1, 2022 (Rebid)

B. THE OUTBOUND CONVEYOR BELT SYSTEM BEHIND THE CHECK IN COUNTER AT TERMINAL A AT CONSOURSE LEVEL C. ALL ASSOCIATED WORKS FOR NEW CONTROL AND ELECTRICAL INSTALLATION.

INDEX OF DRAWINGS

GENERA	_	
G0.00	COVER SHEET	
ARCHITE	CTURAL	
A2.01	APRON LEVEL TERMINAL "A" CAROUSEL	
A2.02	CONCOURSE LEVEL TERMINAL "A" CONVEYOR	
<u></u>		I
MECHAN	ICAL	
A001	CONCOURSE A-O/ B NEW CONV PLAN & ELEV	
A001A	CONCOURSE A-O/ B DEMO PLAN & ELEV	
A002	CONCOURSE A- TICKET COUNTER PLAN	

PROJECT NOTES

- SEE ALSO M DRAWINGS FOR SPECIFICS REGARDING THE DETAILS OF NEW SYSTEM ALL MATERIAL AND CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF ALL APPLICABLE BUILDING, ELECTRICAL, MECHANICAL, FIRE PROTECTION AND LIFE SAFETY CODE ENFORCED BY LOCAL AUTHORITY. DESIGN BUILD CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, APPROVALS, LICENSES, ETC., FOR ALL TRADES. CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL LOCAL CODES, ORDINANCES, AND REGULATIONS. CONTRACTOR IS RESPONSIBLE FOR FILING AND SECURING ALL NECESSARY PERMITS. APPROVALS. ETC., FOR AL THE CONTRACTOR SHALL PLAN AND SCHEDULE THE PROGRESSION OF THE WORK SO THAT FINISHED AREAS DO NOT HAVE TO BE OPERATED ON OR OTHERWISE USED AS ROUTES FOR MATERIAL TRANSPORTATION IN ORDER TO REACH REMAINING WORK. SCHEDULE ANY PREPARATION WORK TO MINIMIZE THE RISK OF DAMAGE, COORDINATE WITH OWNER THE SEQUENCE OF DEMOLITION AND CONSTRUCTION PRIOR TO STARTING OF WORK CONTRACTOR SHALL SCHEDULE THE WORK PER MANUFACTURER RECOMMENDATION AND SPECIFICATION. CONTRACTOR WILL BE FULLY RESPONSIBLE FOR WATER DAMAGE TO THE PROPERTY DUE TO UNFINISHED OPEN WORK COORDINATE THE COMPATIBILITY OF THE PREPARATION WORK WITH THE REQUIREMENTS OF THE MATERIALS AND PROCEDURES SPECIFIED FOR THE NEW WORK. SCHEDULE ALL PREPARATION WORK TO COINCIDE AS CLOSELY AS PRACTICABLE WITH THE INSTALLATION OF NEW MATERIALS. ANY DAMAGE TO EXISTING FINISH, INCLUDING BUT NOT LIMITED TO WALL FINISHES, FLOORING ETC., USED AS HAUL ROUTES OR ACCESS ROUTES SHALL BE CONSIDERED THE RESPONSIBILITY OF THE CONTRACTOR AND HE/SHE SHALL PROMPTLY REPAIR ANY DAMAGED TO ITS ORIGINAL CONDITION, TO THE SATISFACTION OF THE OWNER AND ARCHITECT, AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR MUST FOLLOW THE AIRPORT REQUIREMENTS OF ID BADGING AND ACCESS TO WORK AREA THAT REQUIRE SECURITY CREDENTIALS.
- VERIFY JOB CONDITIONS PRIOR TO BEGINNING WORK. REPORT TO ENGINEER ANY DISCREPANCIES OR OMISSIONS WHICH MAY INTERFERE WITH SATISFACTORY COMPLETION OF VORK, RESOLVE ANY DISCREPANCIES PRIOR TO BEGINNING WORK, VERIFY ALL FIELD MEASUREMENTS, FIELD CONSTRUCTION, INSTALLATION CRITERIA. COORDINATE ALL TRADES AND THE METHODS OF CONSTRUCTION. ALL WORK IS TO CONFORM WITH DRAWINGS AND SPECS. DRAWINGS ARE NOT TO BE SCALED FOR INFORMATION. CONTRACTOR TO VERIFY THE ACTUAL SIZE FOR PROPER INSTALLATION.
- ENSURE THE PREMISES ARE MAINTAINED CLEAN AND FREE OF DEBRIS DURING WORK 9. COORDINATE THE FREQUENCY OF REMOVAL WITH OWNER. FINAL CLEANUP IS THE RESPONSIBILITY OF THE CONTRACTOR. REPAIR, PATCH, TOUCH-UP AND MAINTAIN CLEANING THROUGHOUT THE PROJECT. REMOVE AND DISPOSE OF ALL DEMOLISHED MATERIAL AND OTHER CONSTRUCTION DEBRIS. OWNER'S DUMPSTER(S) OR TRASH CAN(S) SHALL NOT BE ` FOR DISPOSAL OF ANY CONSTRUCTION WASTE. REPAIR GROUND DAMAGE CAUSED BY TRUCK TRAFFIC.
- 10. CONTRACTOR TO OVERSEE CLEANING AND ENSURE THAT THE PREMISES ARE MAINTAINED AND SECURED DURING CONSTRUCTION. DAILY CLEANUP AND FINAL CLEANUP IS THE RESPONSIBILITY OF THE CONTRACTOR. REPAIR, PATCH, TOUCH-UP AND MAINTAIN CLEANING UNTIL ACCEPTANCE BY OWNER OWNER RESERVES THE RIGHT TO REJECT ANY COMPLETED WORK THAT HAS NOT BEEN PROPERLY PROTECTED FROM CONSTRUCTION MATERIAL, UNPROTECTED FOOT TRAFFIC OR ANY CONSTRUCTION ACTIVITY HAS POTENTIALLY COMPROMISED THE INTEGRITY OF THE
- NEW INSTALLATION. COORDINATE AND OBTAIN APPROVAL FROM OWNER FOR LOCATION OF DUMPSTER, MATERIAL 11. STAGING, ETC.
- ALL MATERIAL STORED ON SITE SHALL BE PROPERLY PROTECTED TO PREVENT DAMAGE. 12. FAILURE TO PROTECT MATERIAL MAY BE CAUSE FOR REJECTION OF WORK.
- REMOVE CONSTRUCTION AND GENERAL DEBRIS FROM THE WORK AREA. DISCARD ANY SCREWS, 13. METAL SCRAPS, FOOD, WATER BOTTLES AND MISCELLANEOUS GARBAGE.
- CONTRACTOR'S FIELD SUPERINTENDENT MUST BE PRESENT AND RESPONSIBLE FOR 14. OVERSEEING THE WORK PROGRESS WHEN ANY WORK IS PERFORMED. FOR THE DURATION OF THE REPAIR PROJECT, CONTRACTOR MUST MAINTAIN AND FURNISH ELECTRONIC DAILY LOG TO PROJECT TEAM AND OWNER DESIGNATED PERSONNEL DAILY. THE LOG DOCUMENTATION SHALL INCLUDE INFORMATION SUCH AS AMOUNT OF WORK COMPLETED, PROGRESS PICTURES, FIELD CHANGES, CONCEALED CONDITIONS, TRANSITION OF MATERIAL, UNFORESEEN DAMAGES, INCIDENTS ETC. THIS INFORMATION SHALL BE INCLUDED AS PART OF THE CLOSEOUT DOCUMENT AT THE END OF THE PROJECT.
- ALL WORK IS TO CONFORM WITH DRAWINGS AND SPECS. DRAWINGS ARE APPROXIMATE ONLY AND NOT TO BE SCALED FOR INFORMATION. PAYMENT WILL NOT BE MADE TO GENERAL CONTRACTOR ON CHANGES OR EXTRAS UNLESS THEY ARE VERIFIED AND APPROVED BY OWNER
- SHOULD CONFLICT OCCUR IN OR BETWEEN DRAWINGS AND SPECIFICATIONS OR WHERE DETAIL 16. REFERENCES OR CONTRACT DRAWINGS HAVE BEEN OMITTED, CONTRACTOR IS DEEMED TO HAVE ESTIMATED THE MOST EXPENSIVE MATERIALS AND CONSTRUCTION INVOLVED UNLESS THEY HAVE ASKED FOR AND OBTAINED WRITTEN PERMISSION FROM ARCHITECT AS TO WHICH MATERIAL OR METHOD WILL BE REQUIRED.
- NO PORTION OF THE WORK REQUIRING A SHOP DRAWING OR SAMPLE SUBMISSION SHALL BE 17. COMMENCED UNTIL THE SUBMISSION HAS BEEN APPROVED BY THE AIRPORT. ALL SUCH PORTIONS OF THE WORK SHALL BE IN ACCORDANCE WITH THE APPROVED SHOP DRAWINGS AND SAMPLES
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING JOB CONDITIONS AND SHALL REPORT TO ENGINEER ANY DISCREPANCIES OR OMISSIONS WHICH WOULD INTERFERE WITH SATISFACTORY COMPLETION OF WORK. CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF ALL FIELD MEASUREMENTS, FIELD CONSTRUCTION, INSTALLATION CRITERIA, COORDINATION OF ALL TRADES AND THE METHODS OF CONSTRUCTION.
- CONTRACTOR SHALL PROVIDE A SCHEDULE OF SHOP DRAWINGS, SAMPLES AND CUT SHEETS TO 19. ENGINEER/OWNER'S APPROVAL PRIOR TO ORDERING OR FABRICATION. CONTRACTOR'S RESPONSIBILITY FOR ERROR OR OMISSIONS IN SUBMITTAL IS NOT RELIEVED BY A/E REVIEW OF SUBMITTAL. DISRUPTION SHALL BE MINIMAL OUTSIDE PROJECT LIMIT AT ALL TIMES DURING CONSTRUCTION.
- THE EXACT LIMITS OF THE CONTRACTOR'S STAGING AND STORAGE AREA SHALL BE 20. ESTABLISHED BY THE CONTRACTOR WITH THE APPROVAL OF MSCAA.
- CONTRACTOR SHALL EXERCISE ALL SAFETY PRECAUTION DURING WORK. DO NOT ALLOW WASTE MATERIAL TO COLLECT IN CONCENTRATED BUILDUPS AROUND THE WORK AREA. FURNISH PROTECTION OF THE BUILDINGS CONTENTS AND PERSONNEL AT ALL TIMES. COLLECT AND REMOVE DEMOLITION AND WASTE MATERIAL FROM THE WORK AREA IN AN ORDERLY MANNER
- THE AREAS AROUND THE CONVEYOR REPLACEMENT WORK MAY BE IN USE DURING THE CONSTRUCTION ; THEREFORE, IT IS OF UTMOST IMPORTANCE FOR SAFETY DURING THE WORK. COORDINATE ALL MATERIAL, WORKMEN ACCESS, WITH THE OWNER'S REPRESENTATIVE TO MINIMIZE DISRUPTION OF THE OWNER'S USE OF THE FACILITY AND TO MINIMIZE THE THREAT OF OSS OR DAMAGE TO THE EXISTING FACILITY, ITS CONTENTS, AND OCCUPANTS.THE CONSTRUCTION SHALL NOT COMPROMISE SECURITY, LIFE SAFETY OR FIRE SAFETY REQUIREMENTS. ANY WORK AFFECTING CODE REQUIREMENTS SHALL BE COMPLETED IN THE SAME WORK DAY OR TEMPORARY MEASURES SHALL BE TAKEN TO ASSURE SAFETY COMPLIANCE AT ALL TIMES.
- UNLESS NOTED OTHERWISE, CONTRACT TIME FOR THE PROJECT SHALL BE 8 ? WEEKS. SEE TERMS AND CONDITIONS IN PROCUREMENT REQUIREMENT FOR INFORMATION ABOUT LIQUIDATED DAMAGES
- ALL WORK THAT WOULD GENERATE EXCESSIVE NOISE SUCH AS DEMOLITION JACK HAMMERING, 24. SAW CUTTING ETC MUST OCCUR AT NIGHT FROM 2200-0500 TO AVOID DISTURBANCE OF THE DAY TIME OPERATION OF THE AIRPORT. 25. SHOULD THERE BE A NEED FOR MASONRY OR CONCRETE CUTTING OR DRILLING , IT IS THE
- RESPONSIBILITY FOR OF THE CONTRACTOR TO PROTECT BOTH CONSTRUCTION WORKERS AND AIRPORT WORKERS FROM SILICA DUST. CONTRACTORS CAN USE TOOLS FROM TABLE 1 OF THE SILICA STANDARD THAT INVOLVE HEPA VACUUMS OR WET METHODS TO PREVENT SILICA DUST FROM BECOMING AIRBORNE.
- THE DESIGN-BUILD CONTRACTOR OF THE BELT REPLACEMENT SHALL ENSURE THE FINAL 26. DESIGN AND CONSTRUCTION COMPLIES WITH ALL APPLICABLE OSHA STANDARDS INCLUDING STANDARD OF SAFEGUARDING EQUIPMENT AND PROTECTING EMPLOYEE FROM AMPUTATIONS. CONTRACTOR SHALL ENSURE THE REPLACED SYSTEM DO NOT HAVE ANY PINCH/AMPUTATION POINTS OR PROVIDE AT LEAST A SAFETY SHUT OFF SYSTEM FOR THE MACHINE IF AN EXTREMITY IS BETWEEN THE EQUIPMENT, BAG JAMS, ROLLING DOORS, ETC THE NEW DESIGN AND EQUIPMENT SHOULD BE MARKED APPROPRIATELY ON HOW TO LOG OUT TAG OUT FOR JAMS OR MAINTENANCE REPAIRS.







REGARDING THE SYSTEM



PICTURE 1

ALL COMPONENT ASSOCIATED WITH THE CURRENT SYSTEM AT THIS AREA TO BE REMOVED COMPLETELY FOR THE INSTALLATION OF THE NEW SYSTEM. PATCH, REPAIR, TOUCH UP CONCRETE SURFACE AS NEEDED. DO NOT MODIFIED ANY EXISTING BUILDING STRUCTURE WITHOUT PRIOR APPROVAL FROM THE AIRPORT. NO CORING OR CUTTING OF BUILDING STRUCTURE IS ALLOWING PRIOR TO SCANING OF THE CONCRETE.



PICTURE 2 PROTECT EXISTING OVERHEAD DEVICES, LIGHTING FIXTURES AND SPRINKLER, PLUMBING ETC.

NOTE: SEE MECHANICAL DRAWINGS BY RANEY ENGINEERING AND CONTROL SPECIFICATIONS BY IES FOR ADDITIONAL INFORMATION



PICTURE 3

EXISTING CURB SIDE DROP OFF CONVEYOR SYSTEM IS NO LONGER IN OPERATION AND TO BE DECOMISSIONED AND REMOVED. SEE MECHANICAL DRAWING FOR WORK LIMIT. THE CONTRACTOR SHALL PROVIDE OSHA COMPLIANT FALL PROTECTION BARRIER FOR ANY EXISTING REMAINING PORTION OF CONVEYOR THAT IS NO LONGER IN SERVICE. REMOVE SERVICE PLATFORMS THAT IS NO LONGER NEEDED.

PICTURE 4 CONTRACTOR SHALL COORDINATE WITH AIRPORT STAFF FOR REMOVAL OF ANY FFE ITEM BELONGS TO AIRLINE OR AIRPORT AUTHORITY. DO NOT CUT OR REMOVE ANY CONDUITS OR PIPING WITHOUT PRIOR CONFIRMATION AND APPROVAL FROM THE AIRPORT AUTHORITY.

LEG	END
	EXISTING CONVEYOR COMPONENTS TO BE DEMOLISHED
	NEW SLOPED PLATE CONVEYOR SYSTEM . SEE ALSO DRAWING XXX FOR DETAIL
GEN	IERAL NOTES:
1.	COORDINATE WITH MSCAA FOR ACCESS CONTRO
2.	ERECT TEMPORARY DUST CONTROL, CONSTRUCTION BARRIER AS NEEDED DURING DEMOLITION AND NEW INSTALLATION FOR CONSTRUCTION TRAFFIC SAFETY . TEMPORARY SAFETY BARRIER MUST BE IN PLACE DURING REF TO SEPARATE CONSTRUCTION TRAFFIC FROM OTHER OPERATION TRAFFIC.
3.	PROTECT EXISITNG BUILDING FROM ANY DAMAGE DUE TO CONSTRUCTION. DO NOT CUT OR CORE II CONCRETE WITHOUT SCANNING THE AFFECT ARE
4.	COORDINATE SCHDEULE OF REPLACEMENT WOR ORDER TO MINIMIZE SERVICE INTERUUPTION.
5.	PROTECT EXISTING NEARBY LIGHTING FIXTURES SPRINKLER SYSTEM . THESE ITEMS TO REMAIN AS
6.	DEBRIS MUST BE CLEANED UP DAILY.
7.	CONSTRUCTION HAUL TRAFFIC MUST BE APPROV BY MSCAA.
8.	AREA OUTSIDE PROJECT LIMIT MUST BE PROPER PROTECTED.
9.	ANY SENSOR, DETECTOR , ALARM, AND ANY CEIL OR WALL MOUNTED DEVICES AT THE WORK ARE MUST BE PROPERLY PROTECTED FROM CONSTRUCTION ACTIVITIES.
10.	FIRE AND LIFE SAFETY MUST NOT BE COMPROMIS AT ALL TIMES.
11.	COORDINATE WITH AIRPORT OPERATION IF TEMPORARY SHUT OFF OF UTILITIES IS NEEDED I ORDER TO PERFORM THE WORK
12.	PROTECT AND MAINTAIN ALL EXISTING EGRESS ACCESS UNLESS NOTED OTHERWISE
13.	CONTRACTOR TO CONFIRM THE ELECTRICAL CIRCUITS PRIOR TO DEMOLITION AND COMMENCEMENT OF NEW WORK. DO NOT CUT AN WIRE UNLESS APPROVED BY THE AIRPORT STAFF
14.	FINAL CLEAN UP IS THE RESPONSIBILITY OF THE CONTRACTOR.
15.	PROVIDE SYSTEM TESTING, AND MAINTENANCE TRAINING BEFORE THE CLOSE OUT OF THE PROJECT .







PICTURE 5 CONTRACTOR SHALL COORDINATE WITH AIRPORT STAFF FOR REMOVAL OF ANY FFE ITEM BELONGS TO AIRLINE OR AIRPORT PROPERTY. ANY CURRENT SYSTEM COMPONENTS AND CONTROL THAT IS NO LONGER IN USE SHALL BE REMOVED AND DOCUMENTED.







NEW CONVEYOR MANIFEST

				FI FV.	BELT WIDTH		
	ANGLE	SLOPE	LENGTH (FT)	CHANGE (FT)	(IN)	SPEED (FPM)	НР
	Decline	29 Deg	12.0	-6.5	27	90	1.5
			9.0		27	100	1.5
	RH-45 Deg				30	95	1.5
			30.5		30	100	2
	LH-45 Deg				30	100	1.5
	Decline	20 Deg	14.5	-5.0	30	100	3
rousel					66.5	90	5
							0.5

NOTES:

TOS

TOP OF STEEL

- 1. INSTALL NEW SLOPE PLATE MAKEUP UNIT TO REPLACE DEMOLISHED FLAT PLATE (SEE A001A).
- INSTALL NEW CONVEYORS FROM TICKET COUNTER TO NEW SLOPE PLATE DEVICE. (CONVEYORS T-1 THROUGH T-6)
 SEE A002 FOR TICKET COUNTER REPLACEMENT DETAILS
- 4. ALL NEW CONVEYORS TO BE SUPPORTED WITH NEW SUPPORT STRUCTURE
- PER RELEVANT BUILDING CODES
 5. NEW CONVEYOR INSTALLATION TO REMAIN WITHIN THE CONFINES OF THE
- EXISTING CONVEYOR FOOTPRINT AND CLEARANCES 6. NEW ROLLUP FIRE/SECURITY DOOR TO BE INSTALLED BY CONVEYOR
- CONTRACTOR IN NEW ENCLOSURE (BY GC) AT CONCOURSE LEVEL

ONCOURSE	
< T-3	TOB EL. 8'-0" AFF
	<u></u>
\sim	\sim
	<u>APR</u> ON
SECTION C-C	

	GENE	RAL NOTES:							
	1.	ALL ELEVATION DIMENSIONS SHOWN ARE ABOV	E FINISHED FLOOR						
	1.	1.1.CONCOURSE AREA EL. 311'-5"							
N.4	1.	2. BAGGAGE / CUSTOMER AREA EL. 298'-0"							
IVI	1.	3. APRON / SECURE AREA EL. 297'–6"							
	2.	[CONV NAME] INDICATES EXISTING CONV. NAMI	-						
	3.	CONV. SUPTS NOT TO EXCEED 10'-0" U.N.O. S	SUPPORT TO LAND W/IN	1'-0" OF BED S	PLICE.				
	3.	1. SUPPORTS SHOWN FOR REFERENCE ONLY							
	4.	NO DIMENSIONS SHALL BE SCALED. DRAWING I	DIMENSIONS SHOWN SHAL	L BE USED.					
	5.	MAINTAIN 2'-6" BAG CLEARANCE, EXCEPT AS I	NOTED						
	6.	ALL LOAD AND TRANSPORTATION CONVEYORS T	O HAVE 21" HIGH SIDE	GUARD					
	7.	CONV NAMES TO BE CLEARLY LABELED W/ MI	N. 4" TALL LETTERING MI	N. TWO LOCATION	IS				
	g	ALUNG LENGTH OF CONV.							
	υ.	ACCESS FROM THE OPPOSITE SIDE	L DE THIED WHIT GREAS	DE TODE TO ALLO					
	9.	EACH BELT/CAROUSEL SYSTEM WILL NFFD ITS	OWN CONTROL PANEL. T	HE NUMBER OF					
	•••	CONTROL STATIONS WILL DEPEND ON THE FINA	L DESIGN						
	10.	ALL JAMB RESETS AND ANY OTHER CONTROL	BUTTONS SHALL BE VISIB	ILE AND EASILY					
		ACCESSIBLE FROM THE MAINTENANCE SIDE OF	THE EQUIPMENT.						
	1	GENERAL REVISION		06/06/22	KHR				
	0	ISSUED FOR REVIEW		07/05/21	KHR				
	#	REVISION DESCRIPTION		REV. DATE	BY				
	0141155								
			$\frac{PROJ. NO.}{O O O O O O O $						
	MEMP	HIS SHELBY COUNTY AIRPORT AUTHORITY	006-002						
	LOCATION: DATE: 06/29/21								
	MEMPHIS INTERNATIONAL AIRPORT SCALE: 1/8"=1'-0"								
	2/01	WINCHESTER ROAD		SHEET #	REV.				
		WINCHLOTEN ROAD	CK DV	$1 \circ f^{\dagger} \tau$	1				
		TIS, IN JOI 10	UK. BI:		I				
	SORIFC			$\frac{DWG. NO.}{A \cap O 1}$					
	CON	COURSE A - U/B NEW CONV	MLAN & ELEV	AUUT					



10. ALL JAMB RESETS AND ANY OTHER CONTROL BUTTONS SHALL BE VISIBLE AND EASI ACCESSIBLE FROM THE MAINTENANCE SIDE OF THE EQUIPMENT.

KEL	JP DEVICE.		
M	EXISTING TICKET COUNTER CONVEYOR		
JON SST	IVEYORS I-1 IHROUGH I-6) SUPPORT AFTER FXIT FROM CEILING		
AIL)). THIS IS TO INCLUDE PLATFORM.		
°−7	. C-8, C-9, CR2-11 & CR2-12.		
	$\left(\stackrel{\checkmark}{\succ} \right)$		
= "			
-C			
	${}$ TOB EL. 8'-0" AFF		
	EXISTING CONVEYORS TO BE		
	W/ NEW EQUIPMENT (SEE NOTE #2)		
	SECTION C-C		
	(WQ) (WP) (WO) (WN)		
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		
	CONCOURSE		
G (CONVEYORS TO BE		
±D, ∦∩I	ALL ASSUCIATED EQUIPMENT		
D F	LUSH WITH SURFACE (SEE NOTE #4)		
•			
	SECTION D-D		
	CONCOURSE		
	SEE NOTE #3		
	EXISTING CONVEYORS TO BE		
\square	REMOVED, ALL ASSOCIATED EQUIPMENT		
	BE DEMOLISHED AND ANCHORS		
	GROUND TEOSIT WITH SURFACE (SEE NOTE #4)		
	SECTION E-E		
	$\left(\frac{2}{5}\right)$		
	(F)		
,			
	CONCOURSE		
	< C-6		
	EXISTING CONVEYORS TO BE		
	REMOVED, ALL ASSOCIATED EQUIPMENT		
	GROUND FLUSH WITH SURFACE (SEE NOTE #4)		
ION	F-F		
	1 GENERAL REVISIONS	06/06/22	KHR
	0 ISSUED FOR REVIEW	07/05/21	KHR
	# REVISION DESCRIPTION	REV. DATE	BY
E.			
	MEMITINES STELDT COUNTY AIRPORT AUTHORITY $006-002$		
-0R	MEMPHIS INTERNATIONAL AIRPORT SCALE 1/8"-1'-0"	INDUSTRIAL CONVEYOR D www.raneyengineerin 901-767-3130	ESIGN g.com
	2491 WINCHESTER ROAD DR. BY: RELLC	SHEET #	<u>REV.</u>
	MEMPHIS, TN 38116 CK. BY:	2 of 2	1
		$\frac{DWG. NO.}{A \cap O 1 A}$	
	CUNCUURSE A - U/B DEMU PLAN & ELEV	AUUTA	Λ



PICTURE 1

DESIGN BUILD CONTRACTOR TO PROTECT EXISTING FLOOR DURING REPLACEMENT. CONSTRUCT TEMPORARY BARRIER UNTIL PROJECT COMPLETITION. COORDINATE WITH AIRPORT FOR TEMPORARY RELOCATION OF ANY EQUIPMENT. IT IS THE RESPONSIBILITY OF THE DESIGN BUILD CONTRACTOR TO PROTECT EXISTING DEVICES FROM DAMAGE DUE TO CONSTRUCTION ACTIVITIES. BLOCK OR FILTER RETURN AIR IF EXCESSIVE DUST WILL BE GENERATED BY THE WORK.



PICTURE 2

REMOVE AND REPLACE THE ENTIRE BELT SYSTEM AND ALL ASSOCIATED TRIMS. THE SCOPE OF WORK SHALL INCLUDE REPAINTING OF THE ENTIRE WALL BEHIND THE NEW REPLACEMENT.







NOTE:

PICTURE 3 IMPOSED BY THE EXISITNG BUILDING STRUCTURE. DO NOT MODIFY ANY EXISITING



DESIGN BUILDING CONTRACTOR TO FIELD VERFY THE EXISTING CONTRAINTS BUILDING STRUCTURE WITHOUT AIRPORT APPROVAL.

PICTURE 4 DESIGN BUILD CONTRACTOR TO FIELD VERFY AND COORDINATE THE ELECTRICAL CONNECTION OF NEW AND EXISITING ELECTRICAL CIRCUIT AND CONTROLS



TERMINAL A - CHECK IN CONVEYOR - CONCOURSE LEVEL - DEMOLITION

SEE MECHANICAL DRAWING FOR THE SCOPE OF THE REPLACEMENT OF MECHANICAL CONVEYOR BELT AT CONCOURSE LEVEL CONTRACTOR SHALL BE RESPONSIBLE FOR A COMPLETE TURN KEY REPLACEMENT OF THE CONVEYOR SYSTEM, INCLINED BELT, ALL ASSOCIATED CONTROL, AND THE INTEGRATED HEAVY DUTY SECURITY GATE



THE SCOPE OF WORK FOR DESIGN BUILD CONTRACTOR SHALL INCLUDE THE REPLACEMENT OF THE SECURITY ROLLUP GATE AS WELL AS THE INCLINED BELT AS PART OF THE BELT REPLACMENT PACKAGE AT THE CONCOURSE LEVEL. THE NEW GATE SHALL BE HEAVY INDUSTRIAL DUTY, FIRE AND SECURITY ELECTRICAL ROLL UP DOOR WITH INTEGRATED CONTROL WITH THE BELT SYSTEM. CONTACTOR ALSO TO PROVIDE AND INSTALLE OSHA COMPLIANT GUARD/ BARRIER AT INCLINDED BELT FOR FALL PROTECTION.

PICTURE 5

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2

3/32" = 1'-0"







					EL EV	BELT WIDTH		
NEW NAME	ТҮРЕ	ANGLE	SLOPE	LENGTH (FT)	CHANGE (FT)	(IN)	SPEED (FPM)	НР
тс	Ticket counter			77.3		27	55	1.5

REMOVE AND REPLACE EXISTING TICKET COUNTER CONVEYOR 2. REPLACE ALL STAINLESS STEEL SKIRTS AND COVERS 3. BASE PROPOSAL INCLUDES NEW ENCLOSURE & ROLL-UP FIRE/SECURITY DOOR, NOT PART OF THIS OPTION. 3.1. NEW CONVEYOR WILL NEED TO BE INTERLOCKED WITH NEW DOOR

GENE	RAL NOTES:							
1. ALL ELEVATION DIMENSIONS SHOWN ARE ABOVE FINISHED FLOOR								
1.	1.1.BAGGAGE / CUSTOMER AREA EL. 298'-0"							
1.	2. APRON / SECURE AREA EL. 297'-6"							
1.	3. TUNNEL / SECURE AREA EL. VARIES							
2.	[CONV NAME] INDICATES EXISTING CONV. NAME							
3.	CONV. SUPTS NOT TO EXCEED 10'-0" U.N.O. SI	JPPORT TO LAND W/IN	1'-0" OF BED S	PLICE.				
3.	1. SUPPORTS SHOWN FOR REFERENCE ONLY							
4.	NO DIMENSIONS SHALL BE SCALED. DRAWING DI	MENSIONS SHOWN SHAL	L BE USED.					
5.	MAINTAIN 2'-6" BAG CLEARANCE, EXCEPT AS N	OTED						
6.	ALL LOAD AND TRANSPORTATION CONVEYORS TO	HAVE 21" HIGH SIDE	GUARD					
7.	CONV NAMES TO BE CLEARLY LABELED W/ MIN	. 4" TALL LETTERING MI	N. TWO LOCATION	IS				
	ALUNG LENGTH OF CONV.							
^ō .	ALL LUBRICATION POINTS AGAINST WALLS SHALL	DE FILLU WITH GREAS	DE TUBE TU ALLU	W FUR				
a	FACH BELT/CAROLISEL SYSTEM WILL NEED ITS (Ο ΑΝΕΙ Τ	HE NUMBER OF					
.	CONTROL STATIONS WILL DEPEND ON THE FINAL	DESIGN	THE NOMBER OF					
10.	ALL JAMB RESETS AND ANY OTHER CONTROL B	UTTONS SHALL BE VISIB	LE AND EASILY					
	ACCESSIBLE FROM THE MAINTENANCE SIDE OF	THE EQUIPMENT.						
1	GENERAL REVISIONS		06/06/22					
			07/05/21	КНВ				
#	REVISION DESCRIPTION		TREV. DATE					
OWNER		PROJ. NO.						
MFMP	HIS SHELRY COLINTY AIRPORT ALITHORITY	006-002	RANEY					
				RING				
	DATE: 06/29/21 INDUSTRIAL CONVEYOR DESIGN							
MFW	MEMPHIS INTERNATIONAL AIRPORT SCALE: 1/8"=1'-0" 901-767-3130							
2491	2491 WINCHESTER ROAD DR. BY: RELLC SHEET # RE							
MEMF	HIS, TN 38116	CK. BY:	1 of 1	1				
SUBJEC	<u>Л:</u>		DWG. NO.					
CON	COURSE A -TICKET COUNTER F	PLAN	A002					

TERMINAL B INBOUND BAGGAGE CAROUSEL REPLACEMENT

MEMPHIS INTERNATIONAL AIRPORT 2491 Winchester Rd, Memphis, TN 38116

June 01, 2022 (Rebid)

PROJECT DESCRIPTION

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

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

INDEX OF DRAWINGS

		07.
GENERA	AL	
G001	COVER SHEET	•
ARCHITI	ECTURAL	
A001	APRON LEVEL TERMINAL "B" CAROUSEL	
MECHAN	NICAL	
B001	CONCOURSE B -BAG CLAIM B (BACK, O/S)	

PROJECT NOTES

- SEE ALSO M DRAWINGS FOR SPECIFICS REGARDING THE DETAILS OF NEW SYSTEM ALL MATERIAL AND CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF ALL
- APPLICABLE BUILDING ELECTRICAL MECHANICAL FIRE PROTECTION AND LIFE SAFETY CODE ENFORCED BY LOCAL AUTHORITY. DESIGN BUILD CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, APPROVALS, LICENSES, ETC., FOR ALL TRADES. CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL LOCAL CODES. ORDINANCES. AND REGULATIONS. CONTRACTOR IS RESPONSIBLE FOR FILING AND SECURING ALL NECESSARY PERMITS, APPROVALS, ETC., FOR ALI TRADES.
- THE CONTRACTOR SHALL PLAN AND SCHEDULE THE PROGRESSION OF THE WORK SO THAT FINISHED AREAS DO NOT HAVE TO BE OPERATED ON OR OTHERWISE USED AS ROUTES FOR MATERIAL TRANSPORTATION IN ORDER TO REACH REMAINING WORK. SCHEDULE ANY PREPARATION WORK TO MINIMIZE THE RISK OF DAMAGE. COORDINATE WITH OWNER THE SEQUENCE OF DEMOLITION AND CONSTRUCTION PRIOR TO STARTING OF WORK
- CONTRACTOR SHALL SCHEDULE THE WORK PER MANUFACTURER RECOMMENDATION AND SPECIFICATION. CONTRACTOR WILL BE FULLY RESPONSIBLE FOR WATER DAMAGE TO THE PROPERTY DUE TO UNFINISHED OPEN WORK
- COORDINATE THE COMPATIBILITY OF THE PREPARATION WORK WITH THE REQUIREMENTS OF THE MATERIALS AND PROCEDURES SPECIFIED FOR THE NEW WORK. SCHEDULE ALL PREPARATION WORK TO COINCIDE AS CLOSELY AS PRACTICABLE WITH THE INSTALLATION OF NEW MATERIALS.
- ANY DAMAGE TO EXISTING FINISH. INCLUDING BUT NOT LIMITED TO WALL FINISHES. FLOORING ETC., USED AS HAUL ROUTES OR ACCESS ROUTES SHALL BE CONSIDERED THE RESPONSIBILITY OF THE CONTRACTOR AND HE/SHE SHALL PROMPTLY REPAIR ANY DAMAGED TO ITS ORIGINAL CONDITION. TO THE SATISFACTION OF THE OWNER AND ARCHITECT. AT NO ADDITIONAL COST TO THE OWNER
- CONTRACTOR MUST FOLLOW THE AIRPORT REQUIREMENTS OF ID BADGING AND ACCESS TO WORK AREA THAT REQUIRE SECURITY CREDENTIALS.
- VERIFY JOB CONDITIONS PRIOR TO BEGINNING WORK. REPORT TO ENGINEER ANY DISCREPANCIES OR OMISSIONS WHICH MAY INTERFERE WITH SATISFACTORY COMPLETION OF WORK. RESOLVE ANY DISCREPANCIES PRIOR TO BEGINNING WORK. VERIFY ALL FIELD MEASUREMENTS, FIELD CONSTRUCTION, INSTALLATION CRITERIA. COORDINATE ALL TRADES AND THE METHODS OF CONSTRUCTION, ALL WORK IS TO CONFORM WITH DRAWINGS AND SPECS, DRAWINGS ARE NOT TO BE SCALED FOR INFORMATION, CONTRACTOR TO VERIFY THE ACTUAL SIZE FOR PROPER INSTALLATION.
- ENSURE THE PREMISES ARE MAINTAINED CLEAN AND FREE OF DEBRIS DURING WORK COORDINATE THE FREQUENCY OF REMOVAL WITH OWNER. FINAL CLEANUP IS THE RESPONSIBILITY OF THE CONTRACTOR. REPAIR, PATCH, TOUCH-UP AND MAINTAIN CLEANING THROUGHOUT THE PROJECT. REMOVE AND DISPOSE OF ALL DEMOLISHED MATERIAL AND OTHER CONSTRUCTION DEBRIS. OWNER'S DUMPSTER(S) OR TRASH CAN(S) SHALL NOT BE ` FOR DISPOSAL OF ANY CONSTRUCTION WASTE. REPAIR GROUND DAMAGE CAUSED BY TRUCK TRAFFIC
- 10. CONTRACTOR TO OVERSEE CLEANING AND ENSURE THAT THE PREMISES ARE MAINTAINED AND SECURED DURING CONSTRUCTION. DAILY CLEANUP AND FINAL CLEANUP IS THE RESPONSIBILITY DF THE CONTRACTOR. REPAIR. PATCH, TOUCH-UP AND MAINTAIN CLEANING UNTIL ACCEPTANCE BY OWNER OWNER RESERVES THE RIGHT TO REJECT ANY COMPLETED WORK THAT HAS NOT BEEN PROPERLY PROTECTED FROM CONSTRUCTION MATERIAL, UNPROTECTED FOOT TRAFFIC OR ANY CONSTRUCTION ACTIVITY HAS POTENTIALLY COMPROMISED THE INTEGRITY OF THE NEW INSTALLATION.
- COORDINATE AND OBTAIN APPROVAL FROM OWNER FOR LOCATION OF DUMPSTER, MATERIAL 11. STAGING, ETC.
- 12. ALL MATERIAL STORED ON SITE SHALL BE PROPERLY PROTECTED TO PREVENT DAMAGE. FAILURE TO PROTECT MATERIAL MAY BE CAUSE FOR REJECTION OF WORK. REMOVE CONSTRUCTION AND GENERAL DEBRIS FROM THE WORK AREA. DISCARD ANY SCREWS, 13 METAL SCRAPS, FOOD, WATER BOTTLES AND MISCELLANEOUS GARBAGE.
- CONTRACTOR'S FIELD SUPERINTENDENT MUST BE PRESENT AND RESPONSIBLE FOR OVERSEEING THE WORK PROGRESS WHEN ANY WORK IS PERFORMED. FOR THE DURATION OF THE REPAIR PROJECT. CONTRACTOR MUST MAINTAIN AND FURNISH ELECTRONIC DAILY LOG TO PROJECT TEAM AND OWNER DESIGNATED PERSONNEL DAILY. THE LOG DOCUMENTATION SHALL INCLUDE INFORMATION SUCH AS AMOUNT OF WORK COMPLETED, PROGRESS PICTURES, FIELD CHANGES, CONCEALED CONDITIONS, TRANSITION OF MATERIAL, UNFORESEEN DAMAGES, INCIDENTS ETC. THIS INFORMATION SHALL BE INCLUDED AS PART OF THE CLOSEOUT DOCUMENT AT THE END OF THE PROJECT.
- ALL WORK IS TO CONFORM WITH DRAWINGS AND SPECS. DRAWINGS ARE APPROXIMATE ONLY 15. AND NOT TO BE SCALED FOR INFORMATION. PAYMENT WILL NOT BE MADE TO GENERAL CONTRACTOR ON CHANGES OR EXTRAS UNLESS THEY ARE VERIFIED AND APPROVED BY OWNER
- SHOULD CONFLICT OCCUR IN OR BETWEEN DRAWINGS AND SPECIFICATIONS OR WHERE DETAIL REFERENCES OR CONTRACT DRAWINGS HAVE BEEN OMITTED, CONTRACTOR IS DEEMED TO HAVE ESTIMATED THE MOST EXPENSIVE MATERIALS AND CONSTRUCTION INVOLVED UNLESS THEY HAVE ASKED FOR AND OBTAINED WRITTEN PERMISSION FROM ARCHITECT AS TO WHICH MATERIAL OR METHOD WILL BE REQUIRED.
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- THE EXACT LIMITS OF THE CONTRACTOR'S STAGING AND STORAGE AREA SHALL BE 20. ESTABLISHED BY THE CONTRACTOR WITH THE APPROVAL OF MSCAA.
- CONTRACTOR SHALL EXERCISE ALL SAFETY PRECAUTION DURING WORK. DO NOT ALLOW WASTE MATERIAL TO COLLECT IN CONCENTRATED BUILDUPS AROUND THE WORK AREA. FURNISH PROTECTION OF THE BUILDINGS CONTENTS AND PERSONNEL AT ALL TIMES. COLLECT AND REMOVE DEMOLITION AND WASTE MATERIAL FROM THE WORK AREA IN AN ORDERLY MANNFR
- THE AREAS AROUND THE CONVEYOR REPLACEMENT WORK MAY BE IN USE DURING THE CONSTRUCTION ; THEREFORE, IT IS OF UTMOST IMPORTANCE FOR SAFETY DURING THE WORK. COORDINATE ALL MATERIAL. WORKMEN ACCESS. WITH THE OWNER'S REPRESENTATIVE TO MINIMIZE DISRUPTION OF THE OWNER'S USE OF THE FACILITY AND TO MINIMIZE THE THREAT OF LOSS OR DAMAGE TO THE EXISTING FACILITY, ITS CONTENTS, AND OCCUPANTS.THE CONSTRUCTION SHALL NOT COMPROMISE SECURITY, LIFE SAFETY OR FIRE SAFETY REQUIREMENTS. ANY WORK AFFECTING CODE REQUIREMENTS SHALL BE COMPLETED IN THE SAME WORK DAY OR TEMPORARY MEASURES SHALL BE TAKEN TO ASSURE SAFETY COMPLIANCE AT ALL TIMES.
- UNLESS NOTED OTHERWISE, CONTRACT TIME FOR THE PROJECT SHALL BE 8 ? WEEKS, SEE 23. TERMS AND CONDITIONS IN PROCUREMENT REQUIREMENT FOR INFORMATION ABOUT LIQUIDATED DAMAGES.
- 24. ALL WORK THAT WOULD GENERATE EXCESSIVE NOISE SUCH AS DEMOLITION JACK HAMMERING SAW CUTTING ETC MUST OCCUR AT NIGHT FROM 2200-0500 TO AVOID DISTURBANCE OF THE DAY TIME OPERATION OF THE AIRPORT.
- 25. SHOULD THERE BE A NEED FOR MASONRY OR CONCRETE CUTTING OR DRILLING . IT IS THE RESPONSIBILITY FOR OF THE CONTRACTOR TO PROTECT BOTH CONSTRUCTION WORKERS AND AIRPORT WORKERS FROM SILICA DUST. CONTRACTORS CAN USE TOOLS FROM TABLE 1 OF THE SILICA STANDARD THAT INVOLVE HEPA VACUUMS OR WET METHODS TO PREVENT SILICA DUST FROM BECOMING AIRBORNE.
- 26. THE DESIGN-BUILD CONTRACTOR OF THE BELT REPLACEMENT SHALL ENSURE THE FINAL DESIGN AND CONSTRUCTION COMPLIES WITH ALL APPLICABLE OSHA STANDARDS INCLUDING STANDARD OF SAFEGUARDING EQUIPMENT AND PROTECTING EMPLOYEE FROM AMPUTATIONS. CONTRACTOR SHALL ENSURE THE REPLACED SYSTEM DO NOT HAVE ANY PINCH/AMPUTATION POINTS OR PROVIDE AT LEAST A SAFETY SHUT OFF SYSTEM FOR THE MACHINE IF AN EXTREMITY IS BETWEEN THE EQUIPMENT, BAG JAMS, ROLLING DOORS, ETC THE NEW DESIGN AND EQUIPMENT SHOULD BE MARKED APPROPRIATELY ON HOW TO LOG OUT TAG OUT FOR JAMS OR MAINTENANCE REPAIRS.

OUTBOUND CONVEYOR 5B - APRON LEVEL 3/32" = 1'-0"

PICTURE 1

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

PICTURE 6

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

PICTURE 2

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

EXISTING STEEL SUPPORT STRUCTURE OF THE SECURITY GATE TO REMAIN. REMOVE AND REPLACE ALL ROLL UP GATES OF THE SAME SIZE, REPLACE ALSO ALL ELECTRICAL OPERATOR AND CONTROL AS AN INTEGRATED SYSTEM. CONTRACTOR TO PROVIDE, COORDINATE, AND INSTALL TEMPORARY CONCRETE JERSEY BARRIER AND SAFETY WARNING LIGHTS FOR LIMITED VISIBILITY DURING BELT REPLACEMENT AND SECURITY GATES REPLACMENT WORK

REAR SERVICE DRIVE TRAFFIC FLOW AT BOTH DIRECTIONS SHALL REMAIN OPEN DURING CONSRUCTION

PICTURE 5

- **PICTURE 3**

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

PICTURE 4 CONTRACTOR SHALL REPLACE EXISTING ROLL UP DOOR, NEOPRENE RUBBER STRIPS, ELECTRICAL OPERATOR , SENSORS AND ALL ASSOCIATED CONTROLS.

COORDINATE WITH AIRPORT AUTHORITY REGARDING THE INTEGRATION OF THE CARD ACCESS SYSTEM WITH THE NEW CONTROL SYSTEM

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

DESIGN BUILD CONTRACTOR MUST FIELD VERIFY THE EXISITING CONDITION AND

CONSTRAINTS BEFORE FABRICATION. COORDINATE WITH AIRPORT REGARDING

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

	END
	T TEMPORARY CONSTRUCTION BARRIER
	CONVEYOR SYSTEM TO BE REPLACED
	TEMP CONCRETE "JERSEY" BARRIER WI WARNING LIGHT
GEN	IERAL NOTES:
1.	COORDINATE WITH MSCAA FOR ACCESS CONTRO
2.	ERECT TEMPORARY DUST CONTROL, CONSTRUCTION BARRIER AS NEEDED DURING DEMOLITION AND NEW INSTALLATION FOR CONSTRUCTION TRAFFIC SAFETY . TEMPORARY SAFETY BARRIER MUST BE IN PLACE DURING REP TO SEPARATE CONSTRUCTION TRAFFIC FROM OTHER OPERATION TRAFFIC.
3.	PROTECT EXISITNG BUILDING FROM ANY DAMAGE DUE TO CONSTRUCTION. DO NOT CUT OR CORE IN CONCRETE WITHOUT SCANNING THE AFFECT ARE
4.	COORDINATE SCHDEULE OF REPLACEMENT WORI ORDER TO MINIMIZE SERVICE INTERUUPTION.
5.	PROTECT EXISTING NEARBY LIGHTING FIXTURES A SPRINKLER SYSTEM . THESE ITEMS TO REMAIN AS
6.	DEBRIS MUST BE CLEANED UP DAILY.
7.	CONSTRUCTION HAUL TRAFFIC MUST BE APPROV BY MSCAA.
8.	AREA OUTSIDE PROJECT LIMIT MUST BE PROPERI PROTECTED.
9.	ANY SENSOR, DETECTOR , ALARM, AND ANY CEILI OR WALL MOUNTED DEVICES AT THE WORK AREA MUST BE PROPERLY PROTECTED FROM CONSTRUCTION ACTIVITIES.
10.	FIRE AND LIFE SAFETY MUST NOT BE COMPROMIS AT ALL TIMES.
11.	COORDINATE WITH AIRPORT OPERATION IF TEMPORARY SHUT OFF OF UTILITIES IS NEEDED II ORDER TO PERFORM THE WORK
12.	PROTECT AND MAINTAIN ALL EXISTING EGRESS ACCESS UNLESS NOTED OTHERWISE
13.	CONTRACTOR TO CONFIRM THE ELECTRICAL CIRCUITS PRIOR TO DEMOLITION AND COMMENCEMENT OF NEW WORK. DO NOT CUT AN WIRE UNLESS APPROVED BY THE AIRPORT STAFF
14.	FINAL CLEAN UP IS THE RESPONSIBILITY OF THE CONTRACTOR.
	PROVIDE SYSTEM TESTING, AND MAINTENANCE TRAINING BEFORE THE CLOSE OUT OF THE

ENGINEERING AND BY IES FOR ADDITIONAL THE SYSTEM

	ABBREVIATIONS			
	GENERAL ABBR	DESCRIPTION		
	AFF	ABOVE FINISHED FLOOR		
	BHS	BAGGAGE HANDLING SYSTE		
	BLDG	BUILDING		
	BOS	BOTTOM OF STEEL		
	вот	воттом		
	CL	CENTERLINE		
	CLR	CLEAR		
	CONC	CONCRETE		
	CONT	CONTINUOUS		
	CONV	CONVEYOR		
	DWG	DRAWING		
	EL	ELEVATION		
	ENGR	ENGINEER		
	EQUIP	EQUIPMENT		
	FF	FINISHED FLOOR		
	FIN	FINISH		
	I/B	INBOUND		
	MAINT	MAINTENANCE		
	MAX	MAXIMUM		
	MIN	MINIMUM		
	MCP	MOTOR CONTROL PANEL		
	N/A	NOTAPPLICABLE		
	NTS	NOT TO SCALE		
	OA	OVERALL		
	O/B	OUTBOUND		
	OPNG	OPENING		
	REF	REFERENCE		
	REQ'D	REQUIRED		
	TBD	TO BE DETERMINED		
	TEMP	TEMPORARY		
	ТОВ	TOP OF BELT		
	ТОС	TOP OF CONCRETE		
	TOS	TOP OF STEEL		
_				

1. REMOVE EXISTING FLAT PLATE BAGGAGE CLAIM DEVICE AND REPLACE WITH NEW FLAT PLATE DEVICE.

2. REMOVE EXISTING SECURITY DOORS AND REPLACE WITH NEW. NEW DOORS TO BE INTERLOCKED WITH DOORS ON APRON SIDE OF FLAT PLATE. FOR AREA ABOVE SECURITY DOORS TO BE FILLED IN SEE THE ARCHITECTURAL DRAWINGS.

 REMOVE AND REPLACE THE EXISTING ROLL-UP SECURITY DOORS (4 EACH) ON THE APRON SIDE OF THE FLAT PLATE. THIS DOORS ARE TO BE INTERLOCKED WITH THE SECURITY DOORS AT THE FLAT PLATE ON THE CLAIM SIDE OF THE FLAT PLATE.

	GENERAL NOTES:							
	1. ALL ELEVATION DIMENSIONS SHOWN ARE ABOVE FINISHED FLOOR							
	1.1.BAGGAGE / CUSTOMER AREA EL. 298'-0"							
М	1.	2. APRON / SECURE AREA EL. 297'-6"						
	1.	3. TUNNEL / SECURE AREA EL. VARIES						
	2.	[CONV NAME] INDICATES EXISTING CONV. NAME						
	3	CONV. SUPTS NOT TO EXCEED 10'-0" U.N.O. S	UPPORT TO LAND W/IN	1'-0" OF BED SI	PLICE.			
	3.	1. SUPPORTS SHOWN FOR REFERENCE ONLY						
	4. 5	NU DIMENSIONS SHALL BE SCALED. DRAWING D	IMENSIONS SHOWN SHAL	L BE USED.				
	Э. 6	MAINTAIN 2 -0 BAG CLEARANCE, EXCEPT AS N						
	0. 7	ALL LOAD AND TRANSPORTATION CONVETORS TO	A" TALL LETTEDING MI		c			
	7.	ALONG LENGTH OF CONV	. 4 TALL LETTERING MI	N. TWO LUCATION	5			
	8.	ALL LUBRICATION POINTS AGAINST WALLS SHALL	. BE FITTED WITH GREAS	SE TUBE TO ALLO	W FOR			
		ACCESS FROM THE OPPOSITE SIDE.						
	9.	EACH BELT/CAROUSEL SYSTEM WILL NEED ITS (OWN CONTROL PANEL, T	HE NUMBER OF				
		CONTROL STATIONS WILL DEPEND ON THE FINAL	DESIGN					
	10.	ALL JAMB RESETS AND ANY OTHER CONTROL B	UTTONS SHALL BE VISIE	BLE AND EASILY				
		ACCESSIBLE FROM THE MAINTENANCE SIDE OF	THE EQUIPMENT.					
	1	GENERAL REVISIONS		06/06/22	KHR			
	0	ISSUED FOR REVIEW		07/05/21	KHR			
	#	REVISION DESCRIPTION		REV. DATE	BY			
	A110							
	OWNER:		PROJ. NO.					
	MEMPI	HIS SHELBY COUNTY AIRPORT AUTHORITY	006-002					
	LOCATIO	<u>DN:</u>	DATE: 06/29/21	INDUSTRIAL CONVEYOR D	ESIGN			
	MEMPHIS INTERNATIONAL AIRPORT SCALE: 1/8"-1'-0"							
	2401 WINCHESTER ROAD							
		WINGHLITLIN NORD	DIV. DIV. IVELLO	$1 \circ f 1$	1			
		TIS, IN JOI 10	UK. BI:					
	20RJFC			$\frac{DWG. NO.}{DOO 1}$				
	CUN	COORSE R - RAG CLAIM R (B	AUK, U/S)	BUUI				