GENERAL NOTES:

- 1. THESE DRAWINGS DESCRIBE THE GENERAL REQUIREMENTS FOR THE INSTALLATION OF THE ACCESS CONTROL AND CCTV SYSTEM WITHIN THE FACILITIES OF PORTLAND INTERNATIONAL JETPORT. THE PROJECT INCLUDES FURNISHING, INSTALLATION, STARTUP AND TESTING OF THE COMPONENTS FOR THE COMPLETE ACCESS CONTROL/CCTV SYSTEM AS DESCRIBED HEREIN AND IN THE SPECIFICATIONS.
- 2. THE WORK SCOPE OF THIS PROJECT WILL REQUIRE MODIFICATION OF AN EXISTING AND OPERATING SECURITY SYSTEM. THE CONTRACTOR SHALL INSURE THAT HIS WORK ACTIVITIES DO NOT DEGRADE THE INTEGRITY OF THE AIRPORTS EXISTING SECURITY PROGRAM.
- 3. CONTRACTOR SHALL COMPLY WITH ALL REGULATIONS & LAWS OF AUTHORITIES HAVING JURISDICTION.
- 4. DIMENSIONS TAKE PRECEDENCE OVER SCALE.

DRAWINGS AND SPECIFICATIONS.

- 5. STORAGE, DISPENSING OR USE OF ANY FLAMMABLE OR COMBUSTIBLE LIQUIDS, FLAMMABLE GAS AND HAZARDOUS CHEMICALS SHALL COMPLY WITH UNIFORM FIRE CODE REGULATIONS AND LOCAL JURISDICTION.
- 6. THE CONTRACTOR SHALL PROVIDE SECURITY WITHIN THE CONSTRUCTION AREA AND WILL KEEP ALL UNAUTHORIZED PERSONNEL OUT. ALL CONSTRUCTION TRAFFIC SHALL ENTER AND EXIT THE PROJECT AREA THROUGH ACCESS POINTS DIRECTED BY THE ENGINEER/PWM.
- 7. CONTRACTOR SHALL BE RESPONSIBLE TO FIELD LOCATE AND IDENTIFY ALL EXISTING UTILITIES IN THE CONSTRUCTION AREA, WHETHER INDICATED ON DRAWINGS OR NOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO EXISTING UTILITIES AND/OR FACILITIES DAMAGED DURING CONSTRUCTION. NO REIMBURSEMENT WILL BE ALLOWED FOR REPAIR AND/OR REPLACEMENT OF DAMAGED FACILITIES/UTILITIES.
- 8. IN CONSTRUCTION AREAS THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING CABLES DURING CONSTRUCTION. THE CONTRACTOR WILL PAY FOR ALL REASONABLE COSTS ASSOCIATED WITH THE REPAIR OF ANY DAMAGED CABLES.
- 9. CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL SAFETY DEVICES SUCH AS STAKED LIMIT LINES AND BARRICADES. ALL TEMPORARY MARKINGS, BARRICADES, FLAGMEN, ETC REQUIRED SHALL BE FURNISHED AT NO ADDITIONAL COST TO PWM.
- 10. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND NOTIFY THE ENGINEER AT ONCE IF THERE ARE ANY DISCREPANCIES.
- 11. THE ALTERATION OF THE EXISTING BUILDING IS WORK OF A COMPLEX NATURE WHICH WILL REQUIRE ACCURATE PLANNING, CAREFUL PREPARATION AND EXECUTION, ATTENTION TO DETAIL AND CLOSE SUPERVISION BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO DO THIS WORK IN FULL COOPERATION WITH ALL CONSTRUCTION TRADES AND SUBJECT TO SCHEDULING ARRANGED TO MINIMIZE DISRUPTION OF NORMAL ACTIVITIES OF THE BUILDING. PHASING OF ALL WORK SHALL BE DONE IN COORDINATION WITH PWM AND THE ARCHITECTURAL PHASING PLAN.
- 12. CONTRACTOR SHALL FABRICATE COVER PLATES TO COVER ALL HOLES REMAINING IN DOORS, WALLS, OR CEILINGS WHERE EXISTING EQUIPMENT WAS REMOVED. REMOVED EQUIPMENT MAY INCLUDE LOCK SETS, DOOR HANDLES, EXIT PUSH BARS, PULL HANDLES, DOOR CLOSERS, INTERFACE PANELS/BOXES CAMERA MOUNTS, AND ANY OTHER MISCELLANEOUS HARDWARE ITEMS.
- MOUNTS, AND ANY OTHER MISCELLANEOUS HARDWARE ITEMS.

 13. ALL DEVICES AND BOXES INSTALLED SHALL BE TAGGED AND/OR MARKED AS IN ACCORDANCE WITH THE
- 14. WHERE UTILITIES AND/OR SERVICES REQUIRE SHUTDOWN FOR THE WORK TO BE PERFORMED, NOTIFY THE PWM PROJECT ENGINEER. REQUESTS FOR UTILITY SHUTDOWNS SHALL BE SUBMITTED TO THE PWM PROJECT ENGINEER. IN WRITING. A MIN. OF 1 WEEK PRIOR TO THE SCHEDULED SHUTDOWN.
- 15. THE CONTRACTOR SHALL NOT BE ALLOWED ANY STORAGE AREA OTHER THAN THAT AVAILABLE WITHIN THE LIMITS OF THE STAGING AREA OR CONFINES OF THE WORK AREA.
- 16. ALL MATERIALS SHALL COMPLY WITH APPLICABLE CODES. ORDINANCES AND REGULATIONS.
- 17. A COPY OF THE CURRENT SET OF CONTRACT DOCUMENTS SHALL BE KEPT AT THE JOB SITE AT ALL TIMES BY THE CONTRACTOR.
- 18. THE CONTRACTOR SHALL PATCH, REPAIR OR REPLACE EXISTING WORK DISTURBED BY THIS CONTRACT WITH MATERIAL AND WORKMANSHIP MATCHING OR EQUAL TO THE CONDITION PRIOR TO THE NEW WORK.
- 19. ALL CONTRACTOR EMPLOYEES SHALL BE BADGED IN ACCORDANCE WITH THE REQUIREMENTS OF AIRPORT SECURITY. CONTRACTOR SHALL MAKE ARRANGEMENTS WITH THE AIRPORT BADGING OFFICE FOR TESTING AND BADGING OF CONTRACTOR'S PERSONNEL. MATERIAL SUPPLIERS WILL NOT REQUIRE AIRPORT BADGES, BUT MUST BE ESCORTED BY A PERMANENTLY BADGED CONTRACTOR EMPLOYEE AT ALL TIMES WITHIN THE
- 20. ALL CONTRACTOR VEHICLES SHALL DISPLAY IN FULL VIEW ABOVE THE VEHICLE A 3'X 3' OR LARGER, ORANGE & WHITE CHECKERBOARD FLAG. EACH CHECKERBOARD COLOR BEING 1'-0" SQUARE. ANY VEHICLE OPERATING ON THE AOA SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME TYPE LIGHT MOUNTED ON THE TOP OF THE VEHICLE FOR USE FROM DUSK TILL DAWN. THE LIGHT SHALL BE OF SUCH INTENSITY TO CONFORM TO THE LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLE. IN ADDITION, ALL VEHICLES OPERATING IN THE AOA SHALL BE CLEARLY MARKED WITH THE CONTRACTOR'S NAME ON BOTH SIDES OF THE VEHICLE.
- 21. PROVIDE ALL LABOR, MATERIAL, EQUIPMENT, INCIDENTALS, METHODS AND SERVICES REQUIRED TO INSTALL ALL WORK INDICATED COMPLETELY AND IN FULL OPERATION.
- 22. EACH CONTRACTOR SHALL REVIEW ALL PROJECT DOCUMENTS OF ALL TRADES FOR A THOROUGH UNDERSTANDING OF PROJECT AND ANY CROSS-REFERENCING OF WORK. REVIEW ALL PROJECT REQUIREMENTS PRIOR TO BIDDING. DISCREPANCIES BETWEEN DOCUMENTS SHALL BE REPORTED TO THE ENGINEER, WITH THE MOST STRINGENT REQUIREMENTS TO GOVERN.
- 23. VERIFY ALL FIELD CONDITIONS, ACCESS WAYS, DIMENSIONS, AND DETAILS IN THE FIELD PRIOR TO BID AND PRIOR TO FABRICATION. INCLUDE IN BID ALL WORK NECESSARY TO COVER COSTS RESULTING FROM FIELD CONDITIONS.
- 24. ALL WORK SHALL BE IN CONFORMANCE WITH THE LATEST AND ALL APPLICABLE LAWS, CODES, AND REGULATIONS ADOPTED BY MUNICIPAL, COUNTY, STATE, AIRPORT AUTHORITIES, FEDERAL AUTHORITIES, UTILITY COMPANIES, INSURANCE AGENCIES AND OTHER AUTHORITIES HAVING JURISDICTION OVER THE WORK, INCLUDING CURRENT ENVIRONMENTAL REGULATIONS, AND SHALL COMPLY WITH THE APPLICABLE LOCAL ELECTRICAL CODES.
- 25. CONTRACTOR APPLY FOR, SECURE, AND PAY FOR ALL PERMITS AND/OR CERTIFICATES OF INSPECTION REQUIRED IN THE PERFORMANCE OF THE WORK BY ALL AUTHORITIES HAVING JURISDICTION.
- 26. THE CONTRACTOR SHALL GUARANTEE THE ENTIRE INSTALLATION FOR A PERIOD OF ONE YEAR (EXCEPT WHERE EXTENSIONS OF THIS ONE YEAR PERIOD ARE NOTED) FROM THE DATE OF ACCEPTANCE OF THE SYSTEM AS A WHOLE. ANY DEFECTS IN WORKMANSHIP, MATERIALS, MALFUNCTION OF EQUIPMENT OR UNSATISFACTORY PERFORMANCE, AND ALL OTHER WORK OR PARTS OF THE BUILDING DAMAGED THEREBY AS A RESULT OF WORK OF THE PROJECT BY THE CONTRACTOR, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL PAY ALL REPAIR COSTS ACCORDINGLY WITHOUT ADDITIONAL COSTS TO THE OWNER.
- 27. IN ADDITION TO SPECIFICS, AS MAY BE DEFINED HEREAFTER, THE CONTRACTOR SHALL PROTECT THE WORK SITE AND ALL HIS OR HER WORK AGAINST DAMAGE FROM ANY SURFACE (INCLUDING BUT NOT LIMITED TO WATER, DUST, HEAT, FREEZING ETC.) UNTIL FINAL COMPLETION AND ACCEPTANCE BY THE OWNER.
- 28. CONTRACTOR SHALL, UPON COMPLETION OF THE WORK, SUBMIT AS-BUILT RECORD DRAWINGS SHOWING ALL CHANGES FROM THE CONTRACT DRAWING MADE IN THE INSTALLATION, AND SHOWING DIMENSION LOCATIONS OF CONCEALED EQUIPMENT ON PARTS OF THE WORK.
- 29. PRIOR TO DELIVERY OF THE MATERIALS TO THE SITE, CONTRACTOR SHALL PROVIDE MATERIAL SAFETY DATA SHEETS FOR ALL ITEMS AND MATERIALS USED IN THE WORK.
- 30. EACH TRADE CONTRACTOR SHALL PROVIDE AND INSTALL AN APPROVED FIRE STOP SEALANT, TOTALLY ENCLOSING ALL PENETRATIONS THROUGH RATED CEILINGS, WALLS, ROOFS AND FLOORS.
- 31. UNLESS OTHERWISE NOTED, ALL PARTS, EQUIPMENT, AND MATERIALS SHALL BE NEW AND IF APPLICABLE UL
- 32. CONTRACTOR SHALL COMPLETE ALL CUTTING AND PATCHING REQUIRED FOR THE INSTALLATION OF THE WORK. CUTTING AND PATCHING SHALL BE COMPLETED IN A NEAT AND WORKMANLIKE MANNER. PATCHING MATERIALS SHALL MATCH EXISTING MATERIALS TO THE GREATEST EXTENT POSSIBLE. PROVIDE TOUCH UP

- PAINT AS REQUIRED MATCHING PAINT FINISH & COLOR OF EXISTING ADJACENT AREAS.

 33. CONTRACTOR SHALL DISPOSE OF TRASH/RUBBLE/CONSTRUCTION DEBRIS ON A DAILY BASIS FROM WORK AREA AND OFF AIRPORT PROPERTY. ALL TRASH/CONSTRUCTION DEBRIS SHALL BE HAULED OFF OF AIRPORT PROPERTY TO AN APPROVED DISPOSAL SITE. ANY TRASH/RUBBLE/CONSTRUCTION DEBRIS DEEMED AS HAZARDOUS WASTE/MATERIAL SHALL BE DISPOSED OF IN ACCORDANCE WITH EPA, PADER & CITY OF PORTLAND REGULATIONS AND DISPOSED OF ACCORDINGLY AT AN APPROVED HAZARDOUS WASTE DUMPSITE WITH ALL OF THE APPROVED/REQUIRED DOCUMENTATION.
- 34. CONTRACTOR SHALL CORE DRILL OPENINGS THROUGH FLOORS FOR NEW CONDUIT PENETRATIONS AS REQUIRED. CORE DRILL OPENINGS SHALL BE SLEEVED AND SEALED WITH FIREPROOF/FIRE RATED MATERIAL. CONTRACTOR SHALL CORE DRILL 1/4" DIAMETER PILOT HOLE PRIOR TO CORE DRILLING IN ORDER TO LOCATE WHERE HOLE WILL FALL. CONTRACTOR SHALL NOT CORE DRILL THROUGH ANY STRUCTURAL BUILDING ELEMENTS SUCH AS COLUMNS OR BEAMS. CONTRACTOR SHALL TAKE PRECAUTIONS AS TO PROTECT AREAS BENEATH CORE DRILL AREA AND HAVE PERSONNEL AT THIS AREA IN ORDER TO CATCH CORE AND WATER THAT MAY ENTER AREAS BELOW. REPLACE ANY/ALL CEILING TILES THAT ARE DAMAGED DUE TO THIS WORK. CONTRACTOR SHALL THOROUGHLY CLEAN AREAS AFTER CORE DRILL WORK HAS BEEN COMPLETED.
- 35. CONTRACTOR SHALL BE RESPONSIBLE FOR SECURITY OF ALL DOORS/GATES IN ACCORDANCE WITH AIRPORT SECURITY REQUIREMENTS DURING PERIODS OF CONSTRUCTION, INSTALLATION AND TESTING.
- 36. CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING CABLING. CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR FURNISHING AND INSTALLING CONDUIT FROM ALL SECURITY EQUIPMENT DEVICE LOCATIONS TO DESIGNATED TELECOM ROOMS.
- 37. UNLESS OTHERWISE NOTED, ALL SECURITY SYSTEM RELATED CONDUIT IS TO NEAREST CABLE TRAY.
- 38. CONTRACTOR SHALL UTILIZE EXISTING CONDUIT/TRAY RUNS PROVIDED AS SHOWN ON THESE DRAWINGS. ALL NEW CONDUIT ROUTES SHALL BE A MINIMUM OF 3/4" EMT CONDUIT AND NO MORE THAN 40% FILLED EXCEPT FOR LOCAL RUNS BETWEEN DIPS OR CAMERA JUNCTION BOXES AND LOCAL DEVICES REQUIRING 1/2" EMT CONDUIT.
- 39. CONDUIT ROUTES, IF SHOWN, ARE SHOWN DIAGRAMMATICALLY. CONTRACTOR SHALL SELECT ACTUAL ROUTES FOR APPROVAL BY ENGINEER/PWM ON SHOP DRAWINGS, PRIOR TO INSTALLATION. UNLESS OTHERWISE NOTED, ALL NEW CONDUITS AND JUNCTION BOXES ARE TO BE CONCEALED IN FINISHED AREAS, AND SURFACE MOUNTED IN DOLLYWAY AND BAGGAGE MAKE-UP AREAS OR AS NOTED ON DRAWINGS. ALL CONDUIT SHALL BE PERPENDICULAR OR PARALLEL TO BUILDING LINES.
- 40. CONTRACTOR SHALL COORDINATE LOCATIONS OF ALL DEVICES AND FINAL CONDUIT ROUTE WITH THE ENGINEER/PWM PRIOR TO INSTALLATION. FOR CEILING MOUNT DEVICES, REFER TO ARCHITECTURAL CEILING PLANS AS WELL.
- 41. ALL SECURITY SYSTEM EQUIPMENT, FURNISHINGS, CONDUIT, CABLING AND OTHER RELATED MATERIALS AND INTERFACES SHALL BE INSTALLED AS SHOWN AND IN ACCORDANCE WITH PROJECT CONSTRUCTION SCHEDULES.
- 42. EQUIPMENT MOUNTING PLYWOOD SHALL BE 3/4" FIRE TREATED AND PAINTED WHITE. CONTRACTOR SHALL INSTALL ALL PLYWOOD BACKBOARDS WITH THE BOTTOM 4' AFF. UNLESS OTHERWISE NOTED.
- 43. ALL OUTDOOR SECURITY DEVICES SHALL BE ENCLOSED IN WEATHERPROOF NEMA 4X RATED HOUSINGS AS
- 44. THE BOTTOM OF ALL CARD READERS SHALL BE 45 INCHES AFF.

PER THE SPECIFICATIONS.

- 45. BMS ALARM CONTACTS FOR OVERHEAD/ROLL-UP DOORS ARE TO BE FURNISHED AND INSTALLED BY CONTRACTOR.
- 46. ALL DOOR HARDWARE, INCLUDING ELECTRIC LOCKS, TIME DELAY RELEASE DEVICES AND THEIR ASSOCIATED POWER SUPPLIES ARE TO BE FURNISHED AND INSTALLED BY THE GENERAL CONTRACTOR. ALL WIRING AND TERMINATIONS ARE TO BE DONE BY THE SECURITY CONTRACTOR.
- 47. UNDER THIS PROJECT THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING A SOFTWARE UPGRADE TO THE EXISTING CCTV SYSTEM HEAD END EQUIPMENT AS WELL AS A HARDWARE AND SOFTWARE UPGRADE TO THE EXISTING ACCESS CONTROL SYSTEM. REFER TO THE PROJECT SPECIFICATIONS FOR FURTHER INFORMATION.

SECURITY COORDINATION NOTES:

- 1. NO CHANGES OR MODIFICATIONS OF ANY EXISTING AIRPORT SECURITY SYSTEM EQUIPMENT, OPERATION, BOUNDARY, DOOR, OR AOA FENCING MAY TAKE PLACE WITHOUT AUTHORIZATION FROM THE DESIGNATED OWNER'S SECURITY REPRESENTATIVE. THE CONTRACTOR IS RESPONSIBLE TO KEEP THE AIRPORT'S SECURITY BOUNDARY SECURE DURING ALL PHASES OF CONSTRUCTION AND ASSOCIATED DEMOLITION.
- 2. PWM SECURITY REQUIRES A MINIMUM OF TWO (2) WEEKS NOTICE PRIOR TO THE START OF SECURITY SYSTEM, EQUIPMENT AND/OR BOUNDARY CHANGES. DURING THIS PERIOD, PWM SECURITY WILL ADVISE WHEN WORK CAN PROCEED AND OF ANY SPECIAL ACTIONS WHICH MUST TAKE PLACE. COORDINATION WITH PWM SECURITY IS REQUIRED FOR EVERY STEP OF THE ADDITION/REMOVAL PROCESS.
- 3. AIRPORT SECURITY MUST BE MAINTAINED AT ALL TIMES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT A FULL HEIGHT BARRIER AND/OR OTHER OWNER PRE-APPROVED METHOD IS IN PLACE PRIOR TO PERFORMING AND CHANGES TO THE AIRPORTS ACCESS CONTROL/CCTV SYSTEM AND/OR SECURITY BOUNDARIES. ONCE AN AUTHORIZED BARRIER IS IN PLACE, CONTRACTOR SHALL ADVISE OWNER SO THAT THE ACCESS DOOR/PORTAL MAY BE REMOVED (BY PWM SECURITY) FROM THE SYSTEM DATA BASE. PWM SECURITY WILL ADVISE WHEN THIS STEP IS COMPLETE.
- 4. ALL NEW SECURITY DOORS AND CCTV HARDWARE SHALL BE COORDINATED AND APPROVED WITH PWM SECURITY PRIOR TO INSTALLATION.
- 5. A COORDINATION MEETING BETWEEN THE SECURITY CONTRACTOR AND PWM SHALL BE REQUIRED PRIOR TO THE START OF SHOP DRAWINGS IN ORDER TO ENSURE A COMPLETE UNDERSTANDING OF THE PROJECT REQUIREMENTS.
- 6. ALL WORK TO THE EXISTING SECURITY SYSTEM SHALL BE PERFORMED BETWEEN THE HOURS OF MIDNIGHT AND 5:00AM OR AS DIRECTED BY PWM SECURITY. THE CONTRACTOR SHALL NOTIFY PWM A MINIMUM OF 72 HOURS IN ADVANCE PRIOR TO THE NEED TO MODIFY ANY ELEMENTS OF THE EXISTING SECURITY SYSTEM. ALL WORK TO THE EXISTING SECURITY SYSTEM SHALL TAKE PLACE IN THE PRESENCE OF A REPRESENTATIVE OF PWM SECURITY.
- 7. ALL SHOP DRAWINGS SHALL BE APPROVED BY BOTH PWM AND THE PROJECT ENGINEER BEFORE THE START OF CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE FOR ADDED REVIEWAL TIME ON ANY SHOP DRAWING SUBMITTALS REQUIRING TSA APPROVAL.
- 8. THE SECURITY CONCTRACTOR SHALL COORDINATE WITH THE ELECTRICAL CONTRACTOR TO ENSURE THAT PROPER POWER IS SUPPLIED AT ALL SECURITY EQUIPMENT AS REQUIRED. AREAS REQUIRING COORDINATION WITH THE ELECTRICAL CONTRACTOR INCLUDE, BUT ARE NOT LIMITED TO:
- A. EACH DOOR INTERFACE PANEL LOCATION

 B. EACH OUTDOOR SECURITY CAMERA
- B. EACH OUTDOOR SECURITY CAMERAC. EACH PTZ SECURITY CAMERA
- 9. THE SECURITY CONCTRACTOR SHALL COORDINATE WITH THE FIRE ALARM CONTRACTOR TO ENSURE THAT THE PROPER CONNECTIONS ARE MADE AT SECURITY DOORS WITH DELAYED EGRESS PANIC HARDWARE WHICH REQUIRE A CONNECTION TO THE FIRE ALARM SYSTEM. REFER TO DRAWING SS12.02 FOR MORE DETAILED INFORMATION ON THE DEMARCATION OF CONTRACTOR RESPONSIBILITY.

ABBREVIATIONS:

INTRUSION DETECTION ALARM CONTACT AIRPORT OPERATIONS AREA ABOVE FINISHED FLOOR AMERICAN WIRE GAUGE ALARM HORN/STROBE LIGHT CCTV CLOSED CIRCUIT TELEVISION CHEXIT CARD READER DOOR INTERFACE PANEL ELECTRIC METALLIC TUBING FLUSH TO CEILING MINIMUM **PUSH BUTTON RX** PASSIVE INFRARED SENSOR PAN/TILT/ZOOM PORTLAND INTERNATIONAL JETPORT REQUEST TO EXIT

TO BE DETERMINED

TELECOMMUNICATIONS GROUND BAR

SYMBOLS LEGEND:

DETAIL SHEET

CAMERA TYPE
SS12.20
DETAIL SHEET

CAMERA NUMBER

18 OOOR DETAIL NUMBER

TGB

NEW FIXED CCTV CAMERA

NEW PTZ CCTV CAMERA

NEW SECURITYT DOOR

DEMO SECURITY DOOR

NEW DOOR INTERFACE PANEL (PLANVIEW)
(DIP 1527)

DIP/DOOR NUMBER

NEW CARD READER (PLANVIEW)

NEW ALARM HORN/STROBE LIGHT (PLANVIEW)

NEW CHEXIT (PLANVIEW)

DIP NEW DOOR INTERFACE PANEL (RISER)

NEW CARD READER (RISER)

NEW ALARM HORN/STROBE LIGHT (RISER)

NEW BALANCED MAGNETIC SWITCH (RISER)

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Issue Date & Issue Description

10/26/09

100% ISSUED FOR PERMIT

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Pariest Name

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SS00.00

GENERAL NOTES

As Indicated

SECURITY & SURVEILLANCE

PWM TERMINAL EXPANSION

Project Number

SS00.00

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