GENERAL NOTES:

- 1. THESE DRAWINGS DESCRIBE THE GENERAL REQUIREMENTS FOR THE INSTALLATION OF THE TELECOMMUNICATION SYSTEM WITHIN THE FACILITIES OF PORTLAND INTERNATIONAL JETPORT (PWM). THE PROJECT INCLUDES FURNISHING, INSTALLATION, STARTUP AND TESTING OF THE COMPONENTS FOR THE COMPLETE TELECOMMUNICATIONS SYSTEM AS DESCRIBED HEREIN AND IN THE SPECIFICATIONS.
- 2. THE WORK SCOPE OF THIS PROJECT WILL REQUIRE EXPANSION OF AN EXISTING AND OPERATING TELECOMMUNICATION SYSTEM. NEW FIBER AND COPPER BACKBONE WILL BE INSTALLED FROM EXISTING COMMUNICATION ROOMS TO NEW MDF AND IDF ROOMS. HORIZONTAL CABLING WILL BE INSTALLED FROM NEW MDF AND IDF ROOMS OUT INTO THE PROJECT AREAS.
- 3. 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 UNLESS OTHERWISE NOTED.
- 4. 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 JB'S ARE TO BE CONCEALED IN FINISHED AREAS, AND SURFACE MOUNTED IN DOLLYWAY AND BAGGAGE MAKE-UP AREAS OR AS NOTED ON DRAWINGS.
- 5. CONTRACTOR SHALL COORDINATE LOCATIONS OF ALL DEVICES AND FINAL CONDUIT ROUTE WITH THE ENGINEER/PWM PRIOR TO INSTALLATION.
- 6. CONTRACTOR SHALL COMPLY WITH ALL REGULATIONS & LAWS OF AUTHORITIES HAVING JURISDICTION.
- 7. DIMENSIONS TAKE PRECEDENCE OVER SCALE.
- 8. 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.
- 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.
- 10. CONTRACTOR SHALL BE RESPONSIBLE FOR SECURITY OF ALL DOORS/ GATES IN ACCORDANCE WITH AIRPORT SECURITY REQUIREMENTS DURING PERIODS OF CONSTRUCTION, INSTALLATION AND TESTING.
- 11. 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 DAMAGED DURING CONSTRUCTION. NO REIMBURSEMENT WILL BE ALLOWED FOR UTILITY REPAIR AND/OR REPLACEMENT. UTILITIES INCLUDE FIDS, TACS, VOICE, DATA, POWER, HVAC, LIGHTING, SECURITY, SURVEILLANCE, ETC.
- 12. 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.
- 13. 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.
- 14. 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.
- 15. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS.
- 16. THE ALTERATION OF THE EXISTING BUILDINGS 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 BUILDINGS. PHASING OF ALL WORK SHALL BE DONE IN COORDINATION WITH PWM AND THE ARCHITECTURAL PHASING PLAN.
- 17. 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.
- 18. ALL DEVICES AND BOXES INSTALLED SHALL BE TAGGED AND/OR MARKED AS UCDS IN ACCORDANCE WITH DRAWINGS AND THE SPECIFICATION.
- 19. ALL PENETRATIONS, BOTH NEW AND EXISTING, THROUGH DESIGNATED FIRE RATED WALLS, CEILINGS AND FLOOR SLABS SHALL BE PROPERLY SEALED WITH AN APPROVED RATED FIRE STOPPING MATERIAL AND SHALL MATCH THE RATING OF THE STRUCTURE. CONTRACTOR SHALL SUBMIT 3 COPIES OF MANUFACTURER'S CATALOG DATA AND INSTALLATION DETAILS FOR FIRE STOPPING TO THE AIRPORT FIRE PREVENTION SECTION FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
- 20. WHERE UTILITIES 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.
- 21. 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.
- 22. ALL MATERIALS SHALL COMPLY WITH APPLICABLE CODES, ORDINANCES AND REGULATIONS.
- 23. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND DISPOSAL OF CONSTRUCTION DEBRIS AND REFUSE.
- 24. A COPY OF THE CURRENT SET OF CONTRACT DOCUMENTS SHALL BE KEPT AT THE JOB SITE AT ALL TIMES.
- 25. 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.
- 26. 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.
- 27. 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.

GENERAL REQUIREMENTS:

- 1. PROVIDE ALL LABOR, MATERIAL, EQUIPMENT, INCIDENTALS, METHODS AND SERVICES REQUIRED TO INSTALL ALL WORK INDICATED COMPLETELY AND IN FULL OPERATION.
- 2. 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.
- 3. 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.
- 4. 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.
- 5. 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.
- 6. 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.
- 7. 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
- 8. 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
- 9. 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.

DIMENSION LOCATIONS OF CONCEALED EQUIPMENT ON PARTS OF THE WORK.

- 10. EACH TRADE CONTRACTOR SHALL PROVIDE AND INSTALL AN APPROVED FIRE STOP SEALANT, TOTALLY ENCLOSING ALL PENETRATIONS THROUGH RATED CEILINGS, WALLS, ROOFS AND FLOORS.
- 11. UNLESS OTHERWISE NOTED, ALL PARTS, EQUIPMENT, AND MATERIALS SHALL BE NEW AND IF REQUIRED UL APPROVED
- 12. 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 TO MATCH PAINT FINISH & COLOR OF EXISTING ADJACENT AREAS.
- 13. CONTRACTOR SHALL DISPOSE OF TRASH/RUBBLE/CONSTRUCTION DEBRIS AN A DAILY BASIS FROM WORK AREA AND OFF AIRPORT PROPERTY. ALL TRASH/CONSTRUCTION DEBRIS SHALL 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, CITY OF PORTLAND REGULATIONS AND DISPOSED OF ACCORDINGLY AT AN APPROVED HAZARDOUS WASTE DUMPSITE WITH ALL OF THE APPROVED/REQUIRED DOCUMENTATION.
- 14. 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.
- 15. CONTRACTOR SHALL MAINTAIN MINIMUM REQUIRED SEPARATION BETWEEN COMMUNICATION (LOW-VOLTAGE) CABLES AND POWER CABLES UNLESS OTHERWISE NOTED AND APPROVED BY THE ENGINEER.
- 16. 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.

GENERAL DEMOLITION NOTES:

- 1. NOTES AND GRAPHIC REPRESENTATIONS SHALL NOT LIMIT THE EXTENT OF DEMOLITION REQUIRED. CONTRACTOR SHALL VISIT THE SITE, CAREFULLY EXAMINE EXISTING CONDITIONS AND SHALL PERFORM ALL DEMOLITION REQUIRED TO ACHIEVE THE FINAL DESIGN INTENT AS REQUIRED BY THE CONTRACT DOCUMENTS. EXTENT OF ALL DEMOLITION WORK SHALL BE COORDINATED WITH THE ENGINEER.
- 2. ALL WORK REQUIRED TO REMAIN IN SERVICE BUT INTERFERING WITH THE ALTERATIONS SHALL BE RELOCATED AND RECONNECTED USING MATERIALS AND STANDARDS OF THIS CONTRACT.
- 3. EQUIPMENT AND WIRING TO BE REMOVED SHALL BE DE-ENERGIZED PRIOR TO ANY DEMOLITION WORK.
- 4. EQUIPMENT INDICATED TO BE REMOVED SHALL BE TAKEN FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH APPLICABLE LAWS AND ENVIRONMENTAL REGULATIONS. EQUIPMENT REQUIRED TO BE TURNED OVER TO THE OWNER SHALL BE DELIVERED TO A LOCATION AS DIRECTED BY PWM.
- 5. PROCEDURE FOR FEEDERS AND BRANCH CIRCUITS TO BE RE-USED REMOVE CONDUIT AND WIRING TO LOCATIONS WHICH AVOID CONFLICTS WITH NEW WORK. INSTALL JUNCTION BOXES, TAPE OFF CONDUCTORS AND IDENTIFY WITH PANEL AND CIRCUIT NUMBER.
- 6. PROVIDE BLANK COVER PLATES AT OPEN BOXES WHERE EXISTING RECEPTACLES OR ELECTRICAL DEVICES ARE/HAVE BEEN REMOVED FROM ENCLOSURES OR SURFACES NOT INDICATED TO BE REPAIRED OR REFINISHED.

TELECOMMUNICATION COORDINATION NOTES:

NO CHANGES OR MODIFICATIONS OF ANY EXISTING AIRPORT CABLING SYSTEM EQUIPMENT OR OPERATION MAY TAKE PLACE WITHOUT AUTHORIZATION FROM THE DESIGNATED OWNER'S REPRESENTATIVE. THE CONTRACTOR IS RESPONSIBLE TO KEEP THE AIRPORT'S TELECOMMUNICATION SYSTEM OPERATIONAL DURING ALL PHASES OF CONSTRUCTION AND ASSOCIATED DEMOLITION.

- 2. PWM REQUIRES A MINIMUM OF TWO (2) WEEKS NOTICE PRIOR TO THE START OF CABLING SYSTEM SYSTEM CHANGES. DURING THIS PERIOD, PWM WILL ADVISE WHEN WORK CAN PROCEED AND OF ANY SPECIAL ACTIONS WHICH MUST TAKE PLACE. COORDINATION WITH PWM IS REQUIRED FOR EVERY STEP OF THE ADDITION/REMOVAL PROCESS.
- 3. A COORDINATION MEETING BETWEEN THE CABLING CONTRACTOR AND PWM SHALL BE REQUIRED PRIOR TO THE START OF SHOP DRAWINGS IN ORDER TO ENSURE A COMPLETE UNDERSTANDING OF THE PROJECT REQUIREMENTS.
- 4. ALL WORK TO THE EXISTING CABLING SYSTEM REQUIRING A TEMPORARY SHUTDOWN OF AIRPORT SYSTEMS SHALL BE PERFORMED BETWEEN THE HOURS OF MIDNIGHT AND 5:00AM OR AS DIRECTED BY PWM. THE CONTRACTOR SHALL NOTIFY PWM A MINIMUM OF 72 HOURS IN ADVANCE PRIOR TO THE NEED TO SHUT DOWN ANY ELEMENTS OF THE EXISTING CABLING SYSTEM. ALL WORK TO THE EXISTING CABLING SYSTEM SHALL TAKE PLACE IN THE PRESENCE OF A REPRESENTATIVE OF PWM.
- 5. 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.
- 6. THE CONTRACTOR SHALL COORDINATE WITH THE TSA FOR ALL TELECOMMUNICATIONS WORK BEING PERFORMED IN TSA OPERATED SPACES. ALL TELECOMMUNICATION RACK LOCATIONS SHALL BE COORDINATED AND APPROVED BY THE TSA PRIOR TO FINAL INSTALLATION. ALL HORIZONTAL TSA CABLING SHALL TERMINATE BACK AT A DESIGNATED TSA PATCH PANEL IN A TSA RACK PROVIDED BY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PASSIVE CABLING REQUIREMENTS BY THE TSA. THE CONTRACTOR IS NOT RESPONSIBLE FOR FURNISHING ANY SWITCH OR NETWORK EQUIPMENT FOR THE TSA.
- 7. THE CONTRACTOR SHALL COORDINATE WITH PWM AND EACH AIRLINE IN THE AIRLINE TENANT SPACES IN ORDER TO PROPERLY LOCATE AIRLINE TELECOMMUNICATION RACKS PURCHASED BY THIS PROJECT. ONLY AFTER APPROVAL BY THE AIRLINE MAY THE ASSOCIATED TELECOMMUNICATION CABINET BE INSTALLED WITHIN THE ATO.
- 8. THE CONCTRACTOR SHALL COORDINATE WITH THE ELECTRICAL CONTRACTOR TO ENSURE THAT PROPER POWER IS SUPPLIED AT ALL TELECOMMUNICATION ROOMS AS REQUIRED. AREAS REQUIRING COORDINATION WITH THE ELECTRICAL CONTRACTOR INCLUDE, BUT ARE NOT LIMITED TO:
 - A. IDF #I2 B. MDF C. IDF #L4
- 9. THE TELECOMMUNICATION CONTRACTOR SHALL BE REQUIRED TO COORDINATE ALL OUTLET LOCATIONS FOR FLIGHT INFORMATION DISPLAYS (FIDS) WITH THE FIDS CONTRACTOR. FINAL OUTLET LOCATIONS SHALL BE APPROVED BY PWM AND THE FIDS CONTRACTOR PRIOR TO INSTALLATION.
- 10. IT MAY BE REQUIRED AT TIMES FOR THE CONTRACTOR TO COORDINATE WITH FAIRPOINT COMMUNINCATIONS AS CABLING SERVICES GET EXTENDED FROM THE EXISTING BUILDING TO THE NEW STRUCTURE BEING INSTALLED BY THIS PROJECT.
- 11. THE CABLING SYSTEM BEING INSTALLED FOR THIS PROJECT SERVES AS THE COMMUNICATION BACKBONE FOR SEVERAL AIRPORT SYSTEMS AND SERVICES BEING PROVIDED UNDER THIS PROJECT. IN ORDER TO ALLOW FOR PROPER TESTING TIME OF THESE VARIOUS SYSTEMS, THE CONTRACTOR SHALL SCHEDULE ALL TELECOMMUNICATION WORK TO BE FINISHED NO LESS THAN 120 DAYS FROM THE PROJECT COMPLETION DATE. THIS SHALL INCLUDE ALL TESTING AND SYSTEM ACCEPTANCE WORK.

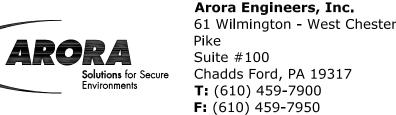
SHEET NOTES

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Issue Date & Issue Description By Check
10/26/09
100% ISSUED FOR PERMIT

Seal/Signature

Project Name

PWM TERMINAL EXPANSION

oiect Number

CAD File Name
TC00.00
Description
TELECOMMUNICATIONS

GENERAL NOTES

Scale

As Indicated

TC00.00

GENERAL NOTES