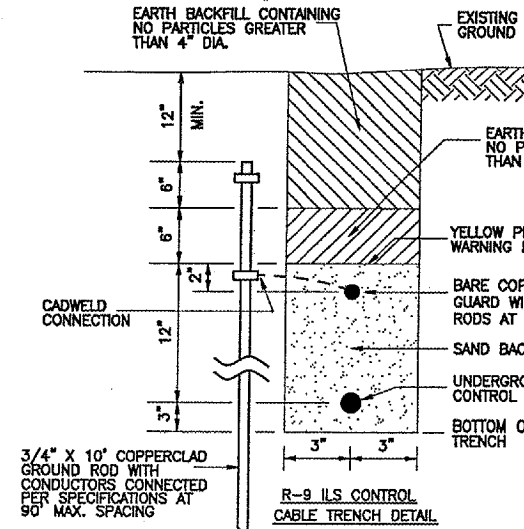
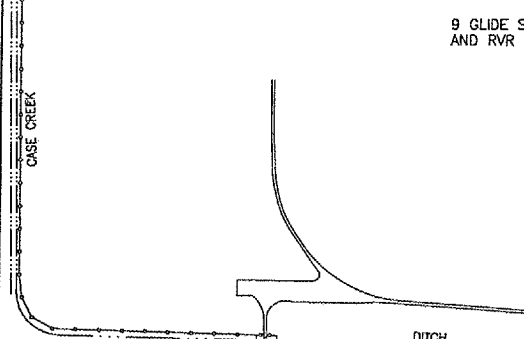
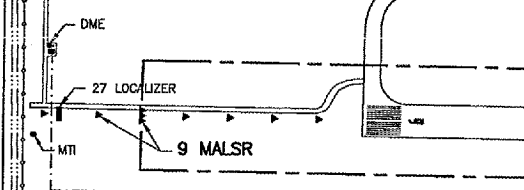
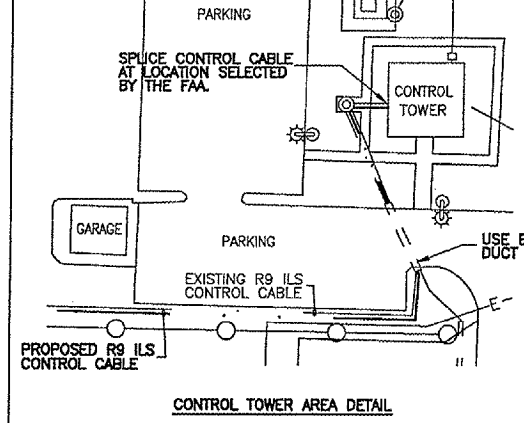
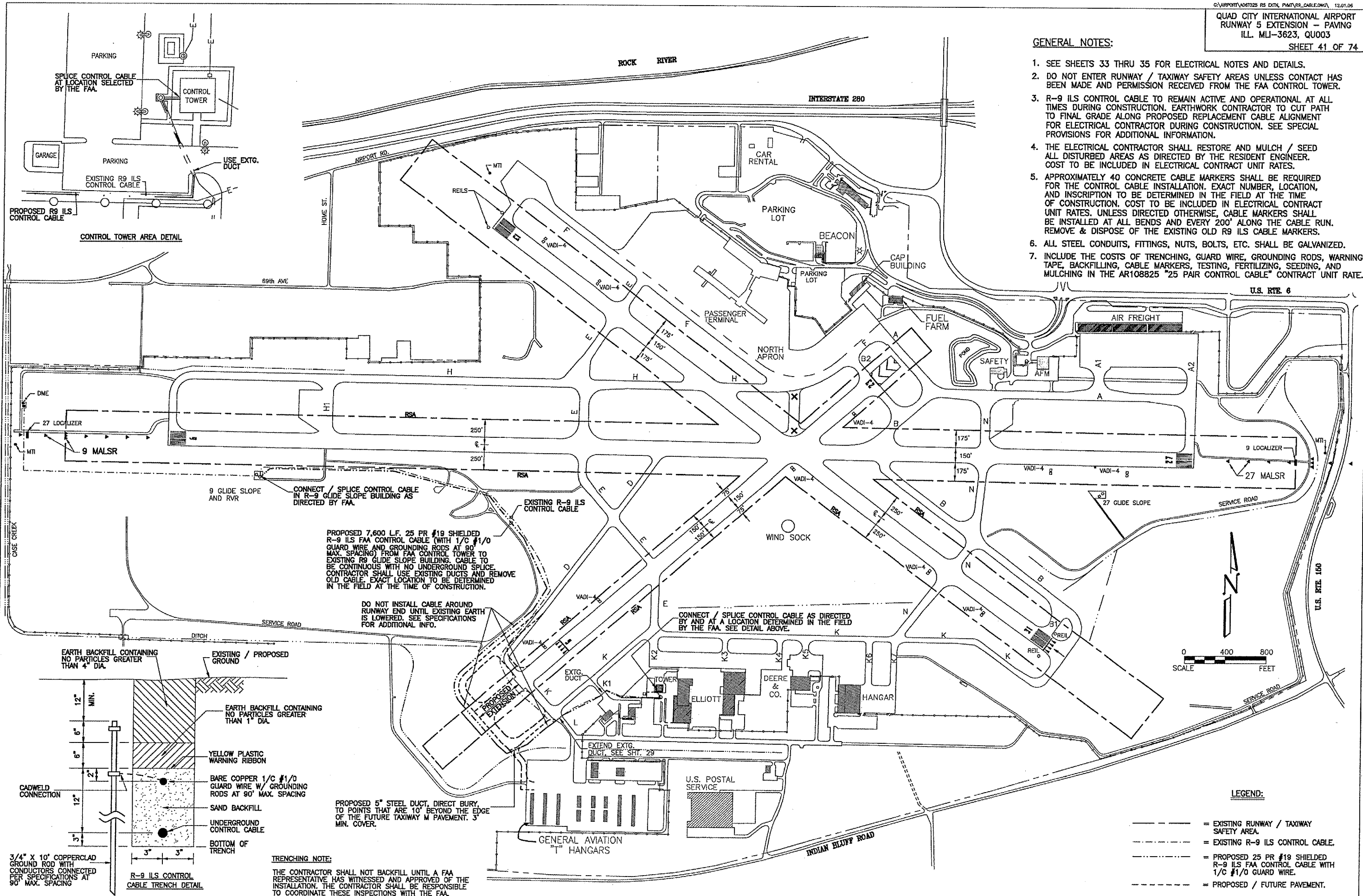


GENERAL NOTES:

1. SEE SHEETS 33 THRU 35 FOR ELECTRICAL NOTES AND DETAILS.
2. DO NOT ENTER RUNWAY / TAXIWAY SAFETY AREAS UNLESS CONTACT HAS BEEN MADE AND PERMISSION RECEIVED FROM THE FAA CONTROL TOWER.
3. R-9 ILS CONTROL CABLE TO REMAIN ACTIVE AND OPERATIONAL AT ALL TIMES DURING CONSTRUCTION. EARTHWORK CONTRACTOR TO CUT PATH TO FINAL GRADE ALONG PROPOSED REPLACEMENT CABLE ALIGNMENT FOR ELECTRICAL CONTRACTOR DURING CONSTRUCTION. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
4. THE ELECTRICAL CONTRACTOR SHALL RESTORE AND MULCH / SEED ALL DISTURBED AREAS AS DIRECTED BY THE RESIDENT ENGINEER. COST TO BE INCLUDED IN ELECTRICAL CONTRACT UNIT RATES.
5. APPROXIMATELY 40 CONCRETE CABLE MARKERS SHALL BE REQUIRED FOR THE CONTROL CABLE INSTALLATION. EXACT NUMBER, LOCATION, AND INSCRIPTION TO BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION. COST TO BE INCLUDED IN ELECTRICAL CONTRACT UNIT RATES. UNLESS DIRECTED OTHERWISE, CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUN. REMOVE & DISPOSE OF THE EXISTING OLD R9 ILS CABLE MARKERS.
6. ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC. SHALL BE GALVANIZED.
7. INCLUDE THE COSTS OF TRENCHING, GUARD WIRE, GROUNDING RODS, WARNING TAPE, BACKFILLING, CABLE MARKERS, TESTING, FERTILIZING, SEEDING, AND MULCHING IN THE AR108825 "25 PAIR CONTROL CABLE" CONTRACT UNIT RATE.

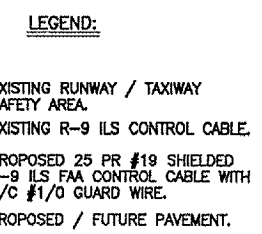
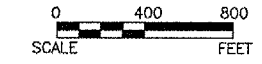


PROPOSED 7,600 L.F. 25 PR #19 SHIELDED R-9 ILS FAA CONTROL CABLE (WITH 1/C #10 GUARD WIRE AND GROUNDING RODS AT 90" MAX. SPACING) FROM FAA CONTROL TOWER TO EXISTING R9 GLIDE SLOPE BUILDING. CABLE TO BE CONTINUOUS WITH NO UNDERGROUND SPLICE. CONTRACTOR SHALL USE EXISTING DUCTS AND REMOVE OLD CABLE. EXACT LOCATION TO BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION.

DO NOT INSTALL CABLE AROUND RUNWAY END UNTIL EXISTING EARTH IS LOWERED. SEE SPECIFICATIONS FOR ADDITIONAL INFO.

CONNECT / SPLICE CONTROL CABLE AS DIRECTED BY AND AT A LOCATION DETERMINED IN THE FIELD BY THE FAA. SEE DETAIL ABOVE.

TRENCHING NOTE:
THE CONTRACTOR SHALL NOT BACKFILL UNTIL A FAA REPRESENTATIVE HAS WITNESSED AND APPROVED OF THE INSTALLATION. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE THESE INSPECTIONS WITH THE FAA.



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