



1. WHERE DEVICES OR CONNECTIONS ARE REMOVED, PROVIDE CONDUIT AND WIRE AS REQUIRED TO MAINTAIN CONNECTIVITY TO ALL DOWNSTREAM DEVICES THAT REMAIN.
2. WHERE CIRCUITING IS REMOVED COMPLETELY BACK TO RELAY AND/OR BREAKER, MARK RELAY AND/OR BREAKER AS SPARE.

1. DISCONNECT EXISTING BLADE SIGN. RETAIN CIRCUIT FOR NEW SIGN IN THIS LOCATION.
2. DISCONNECT EXISTING SUSPENDED SIGN. RETAIN CIRCUIT FOR EXTENSION.
3. DISCONNECT EXISTING SUSPENDED SIGN. DEMOLISH CIRCUIT BACK TO SOURCE OR LAST UPSTREAM DEVICE.
4. DISCONNECT EXISTING SURFACE MOUNTED SIGN. RETAIN CIRCUIT FOR NEW SIGN IN THIS LOCATION.
5. DISCONNECT EXISTING BLADE SIGN. DEMOLISH CIRCUIT BACK TO LAST UPSTREAM DEVICE.
6. EXISTING CONNECTION TO CIRCUIT THROUGH RELAY INDICATED. REMOVE HOMERUN FROM LOAD SIDE OF RELAY. REMOVE EXISTING LINE AND CONNECTION FROM PANEL TO RELAY AND MARK RELAY SPARE.
7. EXISTING CIRCUIT NOT KNOWN. CONTRACTOR TO FIELD VERIFY AND DOCUMENT AS-BUILT FOR RECORD DRAWINGS.

KEY PLAN
SCALE: N.T.S.

										 Port of Portland																				PORTLAND INTERNATIONAL AIRPORT										SUBMITTED BY JAY OSTLUND																			
										dbc architecture										 PAE par-engineers.com										TERMINAL AND CONCOURSES WAYFINDING SIGNAGE										DESIGNED BY D. PEEK																			
										2905 se 11th ave #328 portland, or 97202										503.504.1230 dbcarchitecture.com										151 SW 1st Avenue #300 Portland, OR 97204										503.226.2921 par-engineers.com										DRAWN BY P. MARKS									
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