

**BUILDING ONE
PARTIAL FLOOR PLAN**
SCALE: 1/8"=1'-0"

LEGEND:

(SERVICE LINE REVERSAL EQUIPMENT)

- | | |
|---|--|
| (A) EXISTING 2,000 GAL. USED OIL TANK | (J) NEW CHASSIS WASH PUMP PIT AND TRENCH DRAINS, SEE STRUCTURAL DRAWINGS |
| (B) EXISTING FLOOR TRENCH DRAINS | (K) RELOCATED DIESEL EXHAUST FLUID TANK |
| (C) RELOCATED VACUUM HOSE REEL | (L) RELOCATED FLEETWATCH FLUID MANAGEMENT SYSTEM |
| (D) DIESEL FUEL DISPENSERS | (M) RELOCATED FUELING TRAFFIC LIGHT AND CONTROL SWITCH |
| (E) RELOCATED SERVICE FLUID REEL BANK (INCLUDING DIESEL EXHAUST FLUID) | (N) NEW CONCRETE ISLAND / CURB |
| (F) RELOCATED VACUUM DUMPSTER AND VACUUM COLLECTORS | (P) NEW STORAGE ROOM |
| (G) RELOCATED VACUUM BLOWERS | (Q) NEW LOCKERS |
| (H) NEW SEDIMENT BASINS WITH TRAFFIC RATED GRATES, SEE STRUCTURAL DWGS. | |

PLAN GENERAL NOTES:

1. PRIOR TO DEMOLITION OF ANY PORTION OF THE EXISTING WASH FACILITY, THE CONTRACTOR SHALL DISCONNECT AND REMOVE ALL EXISTING CENTRAL VACUUM SYSTEM COMPONENTS AND STORE AS DIRECTED BY KCATA STAFF. CENTRAL VACUUM SYSTEM WILL BE RE-INSTALLED UPON COMPLETION OF NEW WORK.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING PORTIONS OF THIS FACILITY AND EQUIPMENT WHICH ARE TO REMAIN THROUGHOUT THE CONSTRUCTION PERIOD.
3. INSTALL ALL NEW WORK TO THE LIMITS AS SHOWN ON THE DRAWINGS.
4. MAINTAIN ALL PORTIONS OF THE EXISTING CONCRETE CURBS AND TRENCH DRAIN SYSTEM WHICH ARE TO REMAIN AND BECOME PART OF THE COMPLETED WORK.
5. ALL NEW RAISED CONCRETE CURBS SHALL BE INSTALLED TO MATCH TOP FINISH ELEVATION OF EXISTING CURBS.
6. ALL NEW TRENCHES AND SEDIMENTATION PITS WILL BE PROVIDED WITH H2O TRAFFIC RATED GRATING.
7. REFER TO MECHANICAL AND ELECTRICAL DRAWINGS FOR ADDITIONAL WORK.
8. CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE INSTALLATION OF ALL WASH SYSTEM COMPONENTS INCLUDING EMBEDDED ITEMS, PIPING ABOVE AND BELOW FLOOR, CONDUIT AND WIRE FOR POWER AND CONTROL SYSTEMS, ETC. AS REQUIRED TO PROVIDE A COMPLETE AND OPERATIONAL WASH SYSTEM.
9. WRAP ALL EXISTING COLUMNS WITHIN NEW CONCRETE ISLANDS WITH 1/2" EXPANSION JOINT FILLER, HOLD FILLER DOWN 1" FROM ISLAND TOP AND FILL WITH SEALANT.

NOT TO BE
USED FOR
CONSTRUCTION

CONSULTANTS:

Kansas City Area Transportation Authority
The Metro
Service Line Reversal
1200 East 18th Street
Kansas City, Missouri 64108

REVISIONS:	DATE	DESCRIPTION

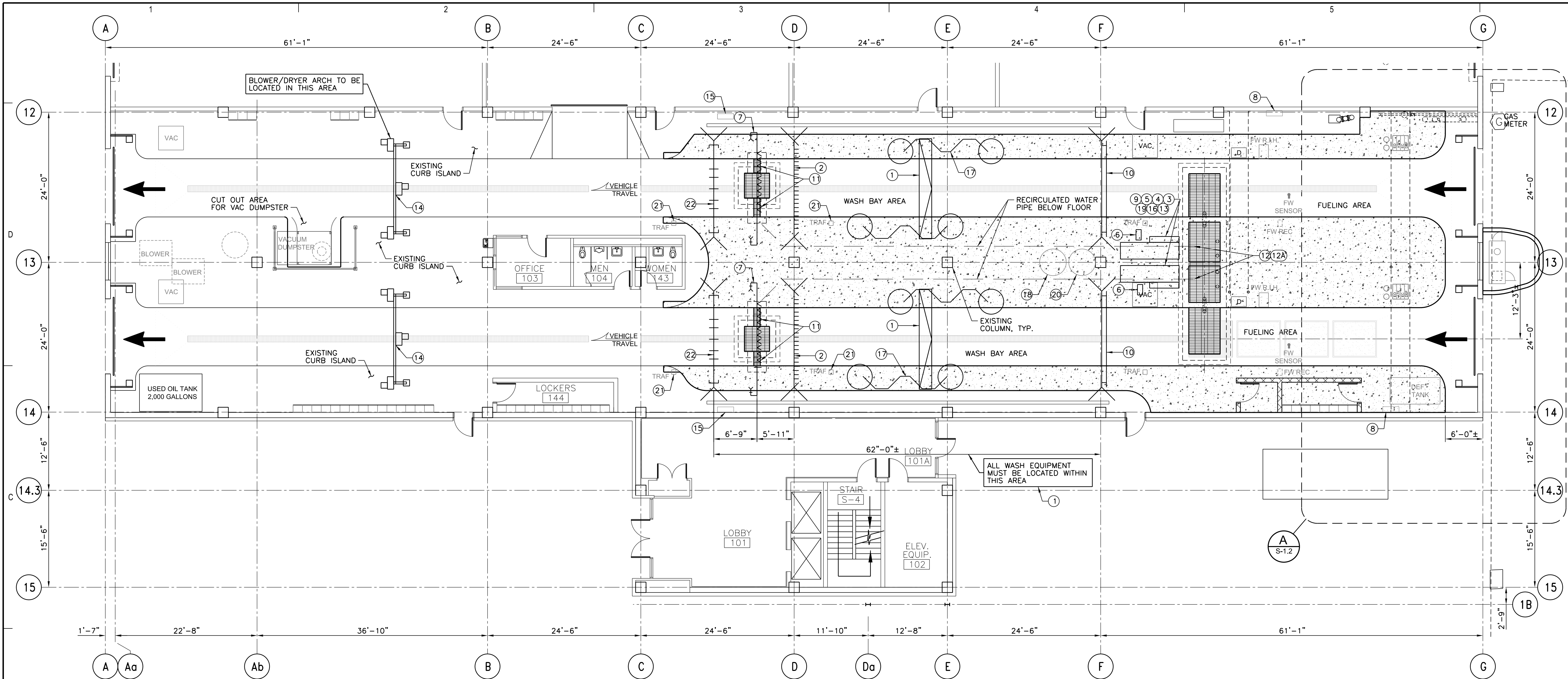
PROJ NO: P101120376
SCALE: AS SHOWN
DATE: 1/31/2014
DESIGNED BY: JLR
DRAWN BY: LFP
CHECKED BY: JLR

**BUILDING ONE
PARTIAL
FLOOR PLAN**

SHEET NO.
A-1.1
SHEET OF

"THIS SHEET FOR INFORMATION ONLY"

1/3/2014 - 8:56:00 AM - G:\KCT11021\Structural\A-1-2-REVERSAL.dgn



BUILDING ONE SERVICE LINE WASH EQUIPMENT PLAN

SCALE: 1/8"=1'-0"



UTILITY SUPPLY SUMMARY

MAIN WASH BAY - EACH LANE:

- 460 VAC 30A (WASH CONTROL PANEL)
- 460 VAC 50A (PUMP CONTROL PANEL)
- 460 VAC 125 A (BLOWER CONTROL PANEL)
- COLD WATER 1 1/2" 60PSI (TO EQUIPMENT AREA)
- COMPRESSED AIR 1/2" 60 PSI (TO EQUIPMENT AREA)

PROPOSED EQUIPMENT LIST		
KEY NOTE NO.	QTY.	DESCRIPTION
1	2	HYBRID BRUSH / HP SPRAY DRIVE - THRU WASH SYSTEM
2	2	FRONT / WHEEL SPRAY
3	2	CENTRIFUGAL PUMP
4	2	BUFFER TANK
5	2	DRYING / RINSE AGENT PUMP
6	2	DETERGENT MIXING / METERING / METERING SYSTEM WITH DETERGENT PUMP
7	2	UNDER CHASSIS WASH AND SIDE SPRAY
8	2	WASH CONTROL PANEL
9	2	PUMP CONTROL PANEL
10	2	FREE STANDING DETERGENT / PRE-SOAK ARCH
11	2	CHASSIS WASH TRENCH
12	2	WATER RECYCLING SYSTEM
12 A	2	SUBMERSIBLE PUMP FOR WATER RECYCLING SYSTEM
13	2	OZONE GENERATOR
14	2	VEHICLE BLOWERS / DRYING ARCH
15	2	BLOWER CONTROL PANEL
16	2	WASH PUMP
17	2	PRIMARY WASH / BRUSH MODULE
18	1	BUS DETERGENT TANK
19	1	DETERGENT MIXING, PUMP, TANK, VALVE, AND TANKLESS WATER HEATER
20	1	WATER SOFTENER TANK
21	2	TRAFFIC LIGHT
22	2	RINSE SPRAY ARCH

THIS LIST AND GRAPHIC REPRESENTATION OF WASH EQUIPMENT COMPONENTS IS SUBJECT TO MODIFICATION DEPENDING ON THE FINAL WASH SYSTEM CHOSEN. WHILE PHYSICAL SIZE OF DRIVE - THRU, PUMPS, WATER RECYCLING AND OTHER EQUIPMENT MAY BE MODIFIED FROM THAT SHOWN ON THIS PLAN, THE GENERAL LOCATION OF EQUIPMENT SHALL BE MAINTAINED.

REQUIRED SYSTEM COMPONENTS:

- WASH SYSTEM EQUIPMENT TEMPLATES AND LAYOUT GRAPHICALLY DEPICTED IN THIS DRAWING IS PROVIDED FOR REFERENCE ONLY. THE LAYOUT SHOWN IS THE PREFERRED LAYOUT, HOWEVER, ALTERNATE MATERIALS AND EQUIPMENT WHICH ARE MANUFACTURED BY MANUFACTURERS DETERMINED TO BE EQUAL WILL BE ALLOWED. ALTERNATE LAYOUT BUT ONLY AS THEIR PRODUCTS ARE PRE-QUALIFIED AND DETERMINED TO BE "EQUAL TO OR BETTER THAN" THE PRODUCTS SHOWN ON THE DRAWINGS OR DESCRIBED IN THE SPECIFICATIONS.
 - UNDERCARRIAGE WASH. (USES RECYCLED WATER.)
 - FREE STANDING DETERGENT / PRE-SOAK ARCH.
 - PROGRAMMABLE WRAP AROUND DRIVE THROUGH WASH ARCH AND BRUSHES WITH HIGH PRESSURE BOOMS. SYSTEM MUST BE CAPABLE OF BEING PROGRAMMED FOR MULTIPLE PASSES AND FOR MULTIPLE BUS SIZES.
 - DRIVER CONTROL STOP / GO TRAFFIC LIGHTS.
 - RINSE SPRAY ARCH.
 - SUBMERSIBLE PUMP FOR RECYCLED WATER FOR UNDERCARRIAGE WASH.
 - VEHICLE BLOWERS / DRYING ARCH.
 - AS INSTALLED, SYSTEM SHALL INCLUDE ALL ASSOCIATED CONTROL SYSTEM, PIPING, POWER AND CONTROL WIRING, METERING DEVICES, DRIVE MOTORS, PUMP STATIONS, ETC..
 - AS INSTALLED, THE SYSTEM CONTROLS SHALL BE COMPATIBLE WITH THE EXISTING "FLEET WATCH" SYSTEM.

GENERAL NOTES AND SYSTEM DESCRIPTION:

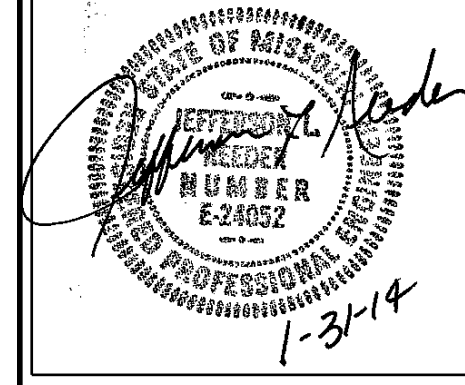
- THE INTENT OF THIS DRAWING IS TO SHOW THE MINIMUM REQUIRED FUNCTIONAL COMPONENTS FOR THE PROPOSED HYBRID BUSH AND HIGH PRESSURE WASH SYSTEM. THE LAYOUT SHOWN AND PLACEMENT OF EQUIPMENT IS REPRESENTATIVE OF THE PREFERRED GEOGRAPHIC CONFIGURATION OF THE WASH SYSTEM. ALL PROPOSALS SHALL INCLUDE A COMPLETE LIST OF PROPOSED COMPONENTS AS WELL AS A RECOMMENDED EQUIPMENT LAYOUT SPACE FOR EVALUATION.
- THE "BASIS OF DESIGN" LAYOUT SHOWN IS AS SHOWN ON THESE DRAWINGS AND SPECIFICATIONS. BIDDERS MAY INCLUDE EQUAL PRODUCTS OF OTHER MANUFACTURERS PROVIDED THEY MEET OR EXCEED THE PERFORMANCE AND QUALITY OF THOSE SHOWN. ALTERNATE MANUFACTURERS ARE SUBJECT TO BEING APPROVED AS "EQUAL" BY THE OWNER AND ARCHITECT PRIOR TO BID.
- ALL BIDDERS ARE TO PROVIDE AND INSTALL A COMPLETELY OPERATIONAL SYSTEM, INCLUDING ALL ASSOCIATED CONDUIT, POWER AND CONTROL WIRING, PIPING, ETC. THAT CONNECT TO UTILITY SOURCES SHOWN ON THE MECHANICAL AND ELECTRICAL DRAWINGS IN THE SERVICE LINE REVERSAL PACKAGE.
- SYSTEM SHALL BE MANUFACTURED AND INSTALLED BY A COMPANY WITH A MINIMUM OF 5 YEARS EXPERIENCE SUPPLYING AND INSTALLING WASH EQUIPMENT OF THIS TYPE. PROVIDE A LIST OF COMPLETED SIMILAR SYSTEMS WITH CONTACT INFORMATION, AS WELL AS A LIST OF LOCAL TECHNICAL SUPPORT TEAM.
- THE PRIMARY EQUIPMENT AND ELECTRICAL CONTROLS SHALL BE OF ONE MANUFACTURER.
- BASED UPON PRODUCT INFORMATION AND SYSTEM DESCRIPTION PROVIDED, AND REFERENCES PROVIDED, THE OWNER AND ARCHITECT WILL DETERMINE THE ACCEPTABILITY OF ANY PROPOSED SYSTEM.
- THE UNIT SHALL BE MANUFACTURED ACCORDING TO THE QUALITY ASSURANCE STANDARDS OF ISO 9001 AND ENVIRONMENTAL STANDARDS OF ISO 14001.
- BIDDERS MAY PROPOSE PRODUCTS CONSIDERED TO BE "EQUAL" PROVIDED THESE PRODUCTS MEET OR EXCEED THE STANDARDS ESTABLISHED IN THE SPECIFICATION.

SEQUENCE OF OPERATION:

- VEHICLE ENTERS WASH BAY AND DRIVER ENTERS VEHICLE INFORMATION INTO EXISTING "FLEET WATCH" SYSTEM.
- UPON DIRECTION BY STOP / GO FUEL LIGHT, THE VEHICLE PASSES UNDER THE DETERGENT PRE-SOAK ARCH. LOCATION AS SHOWN ON THIS DRAWING.
- VEHICLE PROCEEDS TO THE PRIMARY WASH / BRUSH MODULE.
- THE FRONT OF THE VEHICLE MOVES INTO POSITION UNDER THE PRIMARY WASH / BRUSH MODULE AND IS DIRECTED TO STOP BY THE STOP / GO TRAFFIC LIGHT. ONCE THE VEHICLE STOPS, IT INITIATES THE BRUSHES AND HIGH PRESSURE SPRAYERS WASHING THE VEHICLES FRONT IN AN OVERLAPPING PATTERN.
- UPON COMPLETION OF THE PRE-PROGRAM WASH CYCLE, THE PRIMARY WASH / BRUSH MODULE MOVES BACK TO THE STATIONARY POSITION AND THE STOP / GO TRAFFIC LIGHT CHANGES TO GREEN DIRECTING THE DRIVER TO MOVE FORWARD.
- THE HIGH PRESSURE SPRAY BOOMS AND BRUSHES MOVE INTO POSITION AND OPTIMALLY WASHES AT THE SIDES AND ROOF OF THE VEHICLE AS IT PASSES.
- THE REAR OF THE VEHICLE MOVES INTO POSITION UNDER THE PRIMARY WASH / BRUSH MODULE AND IS DIRECTED TO STOP BY THE STOP / GO TRAFFIC LIGHT. ONCE THE VEHICLE STOPS, IT INITIATES THE BRUSHES AND HIGH PRESSURE SPRAYERS WASHING THE VEHICLES REAR IN AN OVERLAPPING PATTERN.
- UPON COMPLETION OF THE PRE-PROGRAM WASH CYCLE, THE PRIMARY WASH / BRUSH MODULE MOVES BACK TO THE STATIONARY POSITION AND THE STOP / GO TRAFFIC LIGHT CHANGES TO GREEN DIRECTING THE DRIVER TO MOVE FORWARD.
- THE VEHICLE PROCEEDS OVER THE FRONT / WHEEL SPRAY AND THE UNDER-CARRIAGE WASH. DRIVER'S SPEED CONTROLS THE LENGTH OF THE UNDER-WASH. UNDER-CARRIAGE WASH IS DEACTIVATED ONCE THE BUS CLEARS THE AREA.
- AFTER EXITING THE UNDER-CARRIAGE WASH, THE VEHICLE WILL PROCEED UNDER THE RINSE SPRAY ARCH. THE RINSE SPRAY ARCH IS DEACTIVATED ONCE THE BUS CLEARS THE AREA.
- MOTION SENSORS OR A MECHANICAL TRIP WAND WILL ACTIVATE THE VEHICLE BLOWER / DRYER AS THE VEHICLE MOVES FORWARD AND TURNS OFF. ONCE THE VEHICLE HAS CLEARED THE VEHICLE BLOWER / DRYER ARCH, ONCE THE BUS HAS CLEARED THE VEHICLE BLOWER / DRYER ARCH, THE DRYERS WILL SHUT OFF.
- RUN TIME OF ALL COMPONENTS EXCEPT PRIMARY WASH / BRUSH MODULE ARE DETERMINED BY VEHICLE SPEED AND POSITION. PRIMARY WASH / BRUSH MODULE IS PROGRAMMED FOR A SPECIFIC TIME AND SEQUENCE OF OPERATION.
- ESTIMATED TOTAL WASH TIME: 90 SECONDS.

Tran Systems

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SUITE 400
KANSAS CITY, MISSOURI 64108
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CONSULTANTS:

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Bus Wash Eq. Replacement

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REVISIONS:

PROJ NO: P101120376
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DESIGNED BY: JLR
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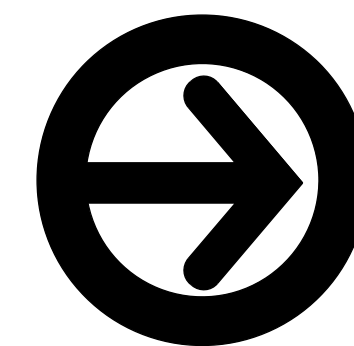
BUILDING ONE
SERVICE LINE
WASH EQUIPMENT
PLAN

SHEET NO.

A-1.2

SHEET OF

FACILITY MODIFICATIONS FOR BUILDING ONE BUS WASH EQUIPMENT REPLACEMENT



The Metro

KANSAS CITY AREA TRANSPORTATION AUTHORITY

1200 EAST 18TH. STREET
KANSAS CITY, MISSOURI 64108

INDEX OF DRAWINGS

GENERAL INFORMATION

CS-0.0 COVER SHEET AND SHEET INDEX

ARCHITECTURAL DRAWINGS

A-1.2 BUILDING ONE - SERVICE LINE WASH EQUIPMENT PLAN

FOR INFORMATION ONLY

SERVICE LINE REVERSAL

KCATA PROJECT NO. 14-5006-39

DRAWINGS NOT PART OF THIS PACKAGE - PROVIDED FOR INFORMATION ONLY

ARCHITECTURAL DRAWINGS

A-1.0 BUILDING ONE - OVERALL FIRST FLOOR PLAN
A-1.1 BUILDING ONE - PARTIAL FLOOR PLAN

MEP DRAWINGS

E-1.0 BUILDING ONE - PARTIAL ELECTRICAL PLAN
MP-1.0 BUILDING ONE - PARTIAL MECHANICAL & PLUMBING PLAN



LOCATION MAP

NO SCALE



PLANS PREPARED BY:

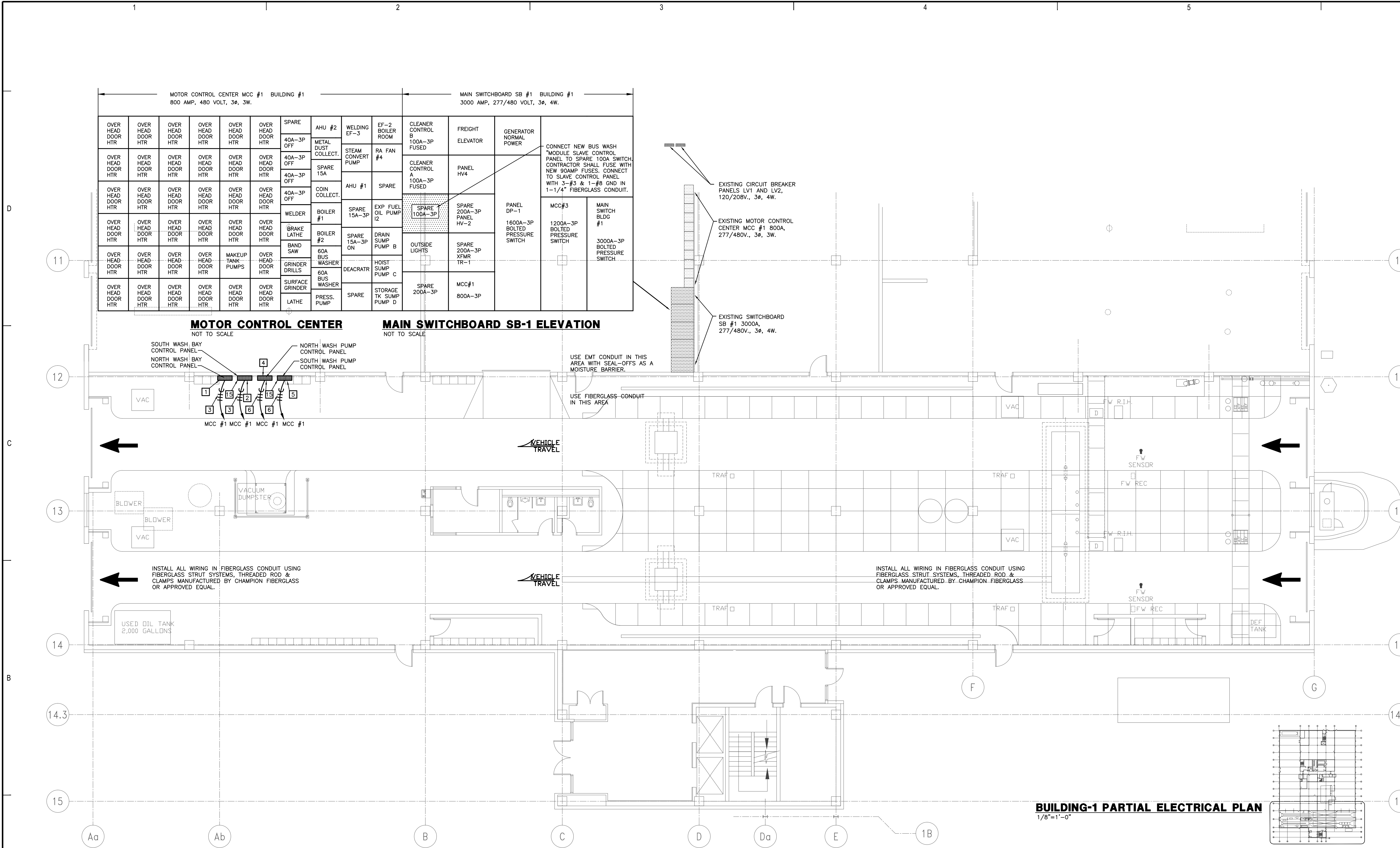


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MO Certificate of Authority #000816

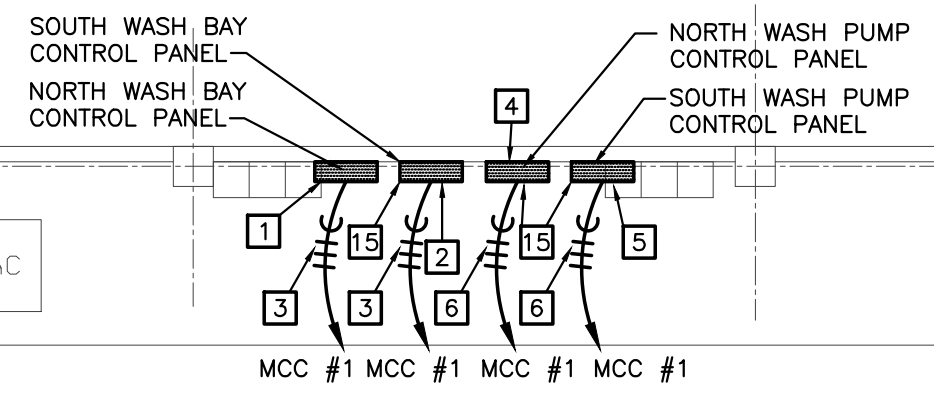
KCATA PROJECT NO.: 14-5005-39
EQUIPMENT PROCUREMENT SET 1/31/2014 CS-0.0



MOTOR CONTROL CENTER MCC #1 BUILDING #1 800 AMP, 480 VOLT, 3Ø, 3W.										MAIN SWITCHBOARD SB #1 BUILDING #1 3000 AMP, 277/480 VOLT, 3Ø, 4W.									
OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	SPARE	AHU #2	WELDING EF-3	EF-2 BOILER ROOM	CLEANER CONTROL B 100A-3P FUSED	FREIGHT ELEVATOR	GENERATOR NORMAL POWER	CONNECT NEW BUS WASH "MODULE" SLAVE CONTROL PANEL TO SPARE 100A SWITCH. CONTRACTOR SHALL FUSE WITH NEW 90AMP FUSES. CONNECT TO SLAVE CONTROL PANEL WITH 3-#3 & 1-#8 GND IN 1-1/4" FIBERGLASS CONDUIT.					
OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	40A-3P OFF	METAL DUST COLLECT.	STEAM CONVERT PUMP	RA FAN #4	CLEANER CONTROL A 100A-3P FUSED	PANEL HV4							
OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	40A-3P OFF	SPARE 15A											
OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	40A-3P OFF	COIN COLLECT.	AHU #1	SPARE									
OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	WELDER	BOILER #1	SPARE 15A-3P	EXP FUEL OIL PUMP I2	SPARE 100A-3P	SPARE 200A-3P PANEL HV-2	PANEL DP-1	EXISTING CIRCUIT BREAKER PANELS LV1 AND LV2, 120/208V., 3Ø, 4W.					
OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	BRAKE LATHE	BOILER #2	SPARE 15A-3P ON	DRAIN SUMP PUMP B			1600A-3P BOLTED PRESSURE SWITCH						
OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	BAND SAW	60A BUS WASHER		HOIST SUMP PUMP C									
OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	GRINDER DRILLS	60A BUS WASHER		DEACRATR									
OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	SURFACE GRINDER	WASHER		STORAGE TK SUMP PUMP D	SPARE 200A-3P	MCC#1 800A-3P		EXISTING MOTOR CONTROL CENTER MCC #1 800A, 277/480V., 3Ø, 3W.					
OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	OVER HEAD DOOR HTR	LATHE	PRESS. PUMP											

MOTOR CONTROL CENTER
NOT TO SCALE

MAIN SWITCHBOARD SB-1 ELEVATION
NOT TO SCALE



USE EMT CONDUIT IN THIS AREA WITH SEAL-OFFS AS A MOISTURE BARRIER.

USE FIBERGLASS CONDUIT IN THIS AREA

INSTALL ALL WIRING IN FIBERGLASS CONDUIT USING FIBERGLASS STRUT SYSTEMS, THREADED ROD & CLAMPS MANUFACTURED BY CHAMPION FIBERGLASS OR APPROVED EQUAL.

BUILDING-1 PARTIAL ELECTRICAL PLAN
1/8"=1'-0"



- ELECTRICAL GENERAL NOTES**
- ALL CIRCUITS SHALL HAVE A SEPARATE GROUNDED CONDUCTOR SIZED PER N.E.C. SECTION 250.122.
 - CONDUCTORS TO BE THHN/THWN, COPPER.
 - ELECTRICAL CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND PERFORM ALL WORK AND SERVICES NECESSARY FOR OR INCIDENTAL TO THE FURNISHING AND INSTALLATION, COMPLETE OF ALL WIRING MATERIALS AND METHODS AS SHOWN ON THE DRAWINGS AND AS SPECIFIED, IN ACCORDANCE WITH PROVISIONS OF THE CONTRACT DOCUMENTS AND COMPLETELY COORDINATED WITH WORK OF ALL OTHER TRADES.
 - ELECTRICAL CONTRACTOR TO VERIFY EXACT PLACEMENT OF ALL EQUIPMENT SHOWN ON THE ELECTRICAL CONSTRUCTION DOCUMENTS WITH PLUMBING DRAWINGS PRIOR TO FINAL PLACEMENT.
 - ELECTRICAL CONTRACTOR TO VERIFY EXACT PLACEMENT OF ALL EQUIPMENT SHOWN ON THE ELECTRICAL CONSTRUCTION DOCUMENTS WITH ARCHITECT AND OWNER PRIOR TO ROUGH-IN.

- ELECTRICAL PLAN NOTES**
- CONNECT WASHER CONTROL PANEL TO MOTOR CONTROL CENTER MCC #1, SPARE 40AMP 3P, CIRCUIT BREAKER LABELED "31". PROVIDE NEW ENGRAVED NAMEPLATE TO MATCH EXISTING TO READ: "NORTH LANE WASH CONTROL PANEL".
 - CONNECT WASHER CONTROL PANEL TO MOTOR CONTROL CENTER MCC #1, SPARE 40AMP 3P, CIRCUIT BREAKER LABELED "32". PROVIDE NEW ENGRAVED NAMEPLATE TO MATCH EXISTING TO READ: "SOUTH LANE WASH CONTROL PANEL".
 - CONNECT WASH CONTROL PANEL TO MOTOR CONTROL CENTER MCC #1 WITH (3) #8 CU. AND 1 #10 GREEN GROUND IN 3/4" FIBERGLASS CONDUIT ROUTED AS HIGH AS POSSIBLE.

- ELECTRICAL PLAN NOTES**
- CONNECT PUMP CONTROL PANEL TO MOTOR CONTROL CENTER MCC #1, SPARE 60AMP 3P, CIRCUIT BREAKER LABELED "BUS WASHER". PROVIDE NEW ENGRAVED NAMEPLATE TO MATCH EXISTING TO READ: "SOUTH LANE PUMP CONTROL PANEL".
 - CONNECT PUMP CONTROL PANEL TO MOTOR CONTROL CENTER MCC #1, SPARE 60AMP 3P, CIRCUIT BREAKER LABELED "BUS WASHER". PROVIDE NEW ENGRAVED NAMEPLATE TO MATCH EXISTING TO READ: "SOUTH LANE PUMP CONTROL PANEL".
 - CONNECT PUMP CONTROL PANEL TO MOTOR CONTROL CENTER MCC #1 WITH (3) #6 CU. AND 1 #10 GREEN GROUND IN 1" FIBERGLASS CONDUIT ROUTED AS HIGH AS POSSIBLE.

THIS DRAWING IS A SINGLE PART OF AN INTEGRATED SET OF CONSTRUCTION CONTRACT DOCUMENTS. REFER TO DRAWING AND SPECIFICATION SHEETS INCLUDING, BUT NOT LIMITED TO, ALL "GENERAL CONDITIONS", "SUMMARY OF WORK", AND APPLICABLE SPECIFICATION SECTIONS WHICH APPLY TO THIS DRAWING. REFER TO ALL DOCUMENTS FOR THE COMPLETE SCOPE OF WORK. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL INFORMATION CONTAINED IN THE "SET" OF DOCUMENTS ISSUED. THIS DRAWING IS SCHEMATIC AND IS NOT TO BE USED AS A SHOP DRAWING. ALTERATIONS FROM THAT SHOWN REQUIRED TO COORDINATE WITH OTHER TRADES OR TO CONFORM TO ACTUAL SITE CONDITIONS ARE THE CONTRACTOR'S RESPONSIBILITY. VERIFY THE LOCATIONS OR DIMENSIONS OF ALL ARCHITECTURAL AND STRUCTURAL ELEMENTS WITH THE ARCHITECTURAL AND STRUCTURAL DRAWINGS ISSUED. THE SHOWING OF THESE ELEMENTS ARE FOR REFERENCE ONLY AND ARE TO BE VERIFIED PRIOR TO DESIGN OR CONSTRUCTION. NO LIABILITY IS ASSUMED BY THE INDICATION OF ELEMENTS IN THESE DRAWINGS. THE ACCOMPANYING PROFESSIONAL SEAL INDICATES THAT THE PERSON WHOSE NAME APPEARS ON THE SEAL HAS PREPARED OR SUPERVISED PREPARATION OF THE DOCUMENT ON WHICH THE SEAL APPEARS, THAT PERSON AND THE FIRM FOR WHICH THAT PERSON IS EMPLOYED BY OBTAINING RESPONSIBILITY FOR ANY PORTIONS OF THE WORK ON WHICH THEIR SEAL DOES NOT APPEAR.

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