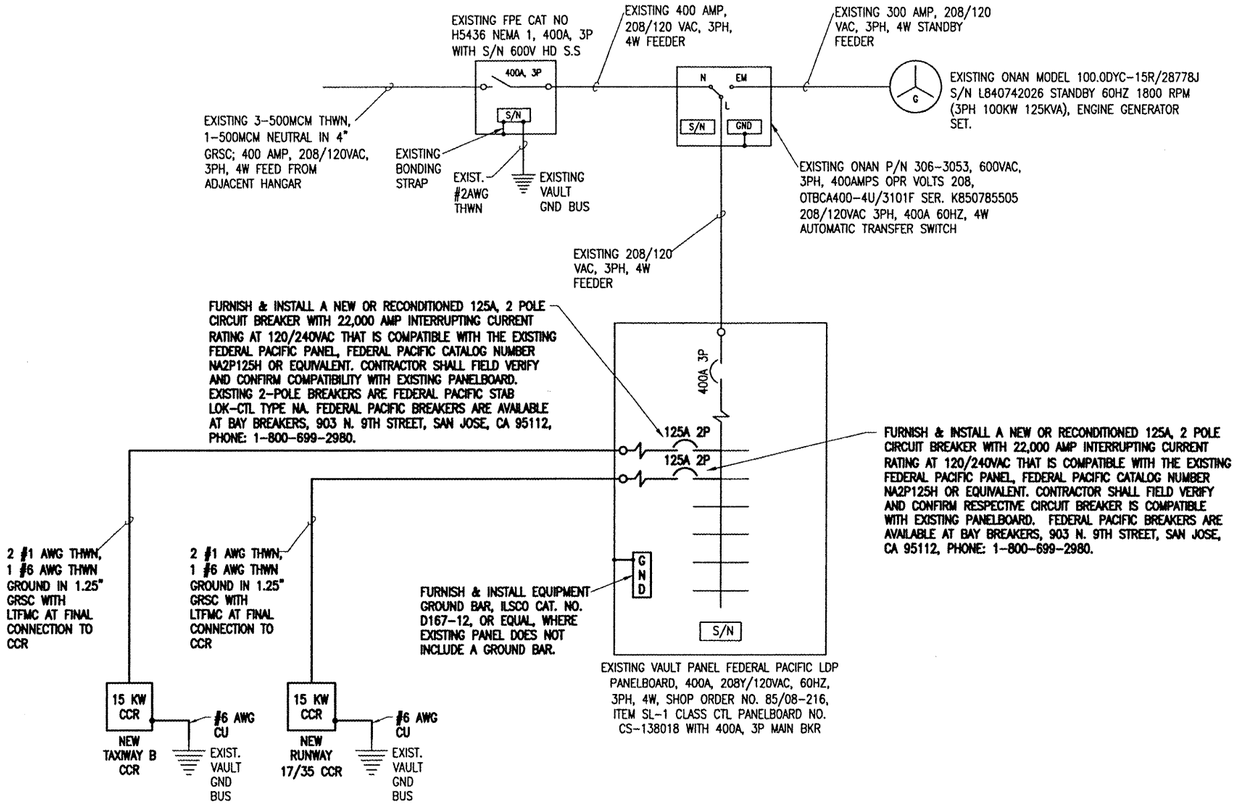

NOTES

1. ALL VAULT WORK, POWER OUTAGES, AND OR/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER AND THE RESIDENT ENGINEER ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY AND HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO, 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
2. ALL ELECTRICAL EQUIPMENT SHALL BE INSTALLED IN CONFORMANCE WITH NFPA 70 – NATIONAL ELECTRICAL CODE (NEC) MOST CURRENT ISSUE IN FORCE, THE RESPECTIVE EQUIPMENT MANUFACTURER'S DIRECTIONS AND ALL OTHER APPLICABLE LOCAL CODES, LAWS, ORDINANCES AND REQUIREMENTS IN FORCE. ANY INSTALLATIONS WHICH VOID THE U.L. LISTING, ETL LISTING, (OR OTHER THIRD PARTY LISTING) AND/OR THE MANUFACTURER'S WARRANTY OF A DEVICE WILL NOT BE PERMITTED.
3. ALL EQUIPMENT SHOWN NOT LABELED AS EXISTING IS NEW.
4. CONTRACTOR SHALL CONFIRM POWER REQUIREMENTS WITH THE ACTUAL NAMEPLATE ON EACH CONSTANT CURRENT REGULATOR (OR OTHER RESPECTIVE EQUIPMENT) AND ADJUST CIRCUIT BREAKER, WIRE SIZES & CONDUIT SIZES TO CONFORM WITH NEC & MANUFACTURER'S RECOMMENDATIONS WHERE APPLICABLE. WIRE SIZES SHOWN ON THE PLANS ARE MINIMUM.
5. HIGH VOLTAGE & LOW VOLTAGE CIRCUITS SHALL NOT BE INSTALLED IN THE SAME WIREWAY.
6. BRANCH CIRCUITS TO NEW REGULATORS SHALL BE INSTALLED IN THE RESPECTIVE LOW VOLTAGE WIREWAY/DUCT, WITH GRSC AT TRANSITIONS AND UL. LISTED LIQUID TIGHT FLEXIBLE METAL CONDUIT AT FINAL CONNECTIONS TO THE REGULATOR. CONDUITS SHALL BE SIZED IN ACCORDANCE WITH NEC.
7. BOND NEW REGULATORS TO THE RESPECTIVE VAULT GROUND BUS WITH A DEDICATED #6 AWG BONDING JUMPER.
8. LTFMC DENOTES LIQUID TIGHT FLEXIBLE METAL CONDUIT UL LISTED, SUNLIGHT RESISTANT, & SUITABLE FOR GROUNDING. LIQUID TIGHT FLEXIBLE METAL CONDUIT AND ASSOCIATED FITTINGS SHALL BE U.L. LISTED TO MEET THE REQUIREMENTS OF NEC 350.6. LIQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS USED FOR FLEXIBILITY (INCLUDING CONNECTIONS TO CCR'S & TRANSFORMERS) SHALL REQUIRE AN EXTERNAL BONDING JUMPER OR INTERNAL EQUIPMENT GROUNDING CONDUCTOR PER NEC 350.60. EXTERNAL BONDING JUMPERS USED WITH CCR INSTALLATIONS SHALL BE #6 AWG COPPER (MINIMUM). DO NOT INSTALL LTFMC THAT IS NOT UL LISTED.
9. VAULT WORK SHALL BE PAID FOR UNDER ITEM AR109210.
10. EXISTING TAXIWAY B CCR AND RUNWAY 17/35 CCR SHALL BE DISCONNECTED, REMOVED & TURNED OVER TO THE AIRPORT. CONTRACTOR SHALL FIELD VERIFY AND RECORD EXISTING CONTROL WIRING CONNECTIONS TO EACH CCR PRIOR TO DISCONNECTION. RECONNECT EXISTING CONTROL WIRING TO THE RESPECTIVE NEW CONSTANT CURRENT REGULATORS. PROVIDE J-BOXES, SPLICES, & CONTROL WIRING AS APPLICABLE. PROVIDE LTFMC AT FINAL CONNECTIONS TO CCR'S. SEE NOTE 8.
11. EXISTING CIRCUIT BREAKERS TO BE REPLACED SHALL REMAIN AS PROPERTY OF AIRPORT.

VAULT ELECTRICAL ONE-LINE DIAGRAM WITH NEW TAXIWAY B CCR & NEW RWY 17-35 CCR

DATE	REVISION	BY

ST. LOUIS REGIONAL AIRPORT
St.LouisRegional Airport
EAST ALTON, ILLINOIS
A.I.P. PROJ.: 3-17-0002-842
IL PROJ.: ALN-3825

HEI Project No. 8370GRNYD 0800
Filename E-601.DWG
Scale NOT TO SCALE
Date 07/09/08

LAYOUT	PJG/KNL	06/18/08
DRAWN	PJG	06/18/08
REVIEWED	KNL/CAH	07/11/08

HANSON
Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2866
Offices Nationwide

RUNWAY SAFETY AREA IMPROVEMENTS

VAULT ELECTRICAL ONE-LINE DIAGRAM

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50 of 81 sheets

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