

BRIDGE SEATED
IN CLOSED POSITION

1 1/4" FUEL VENT
TO REMAIN

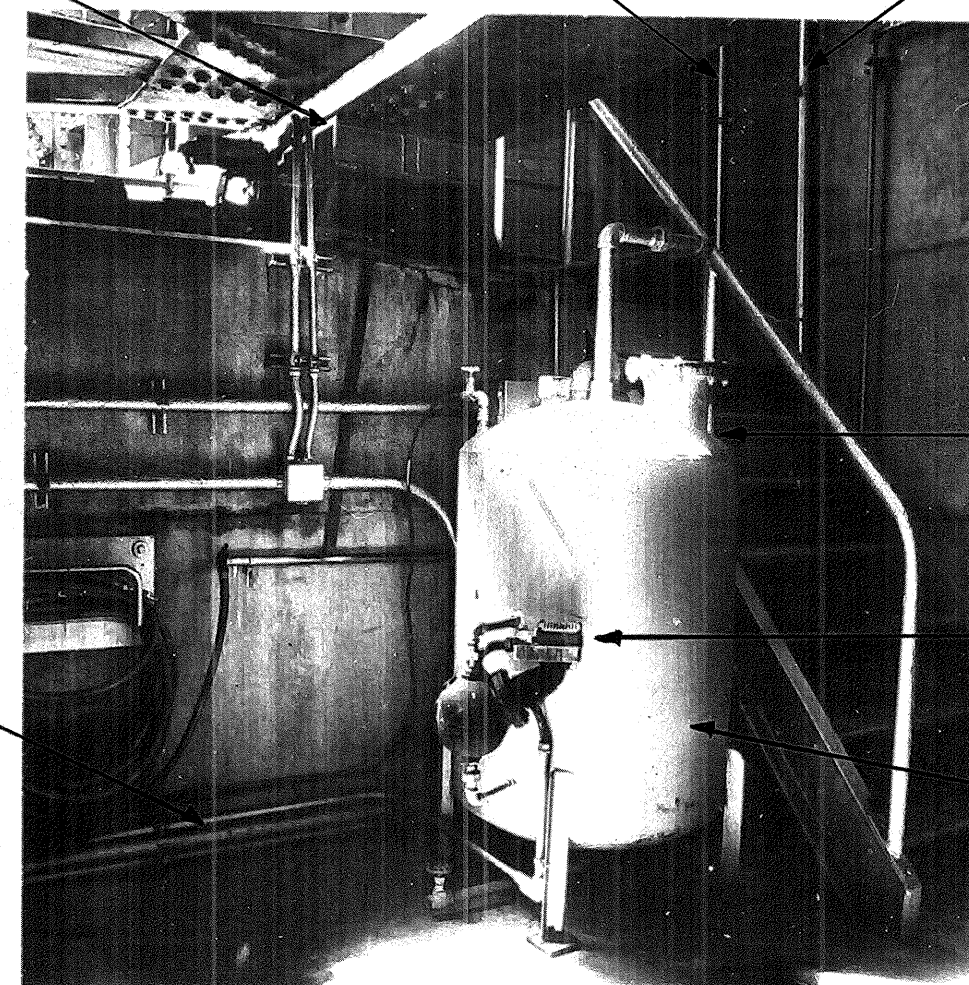
2" FUEL FILL
TO REMAIN

FULL FUEL LEVEL
52" ABOVE FLOOR

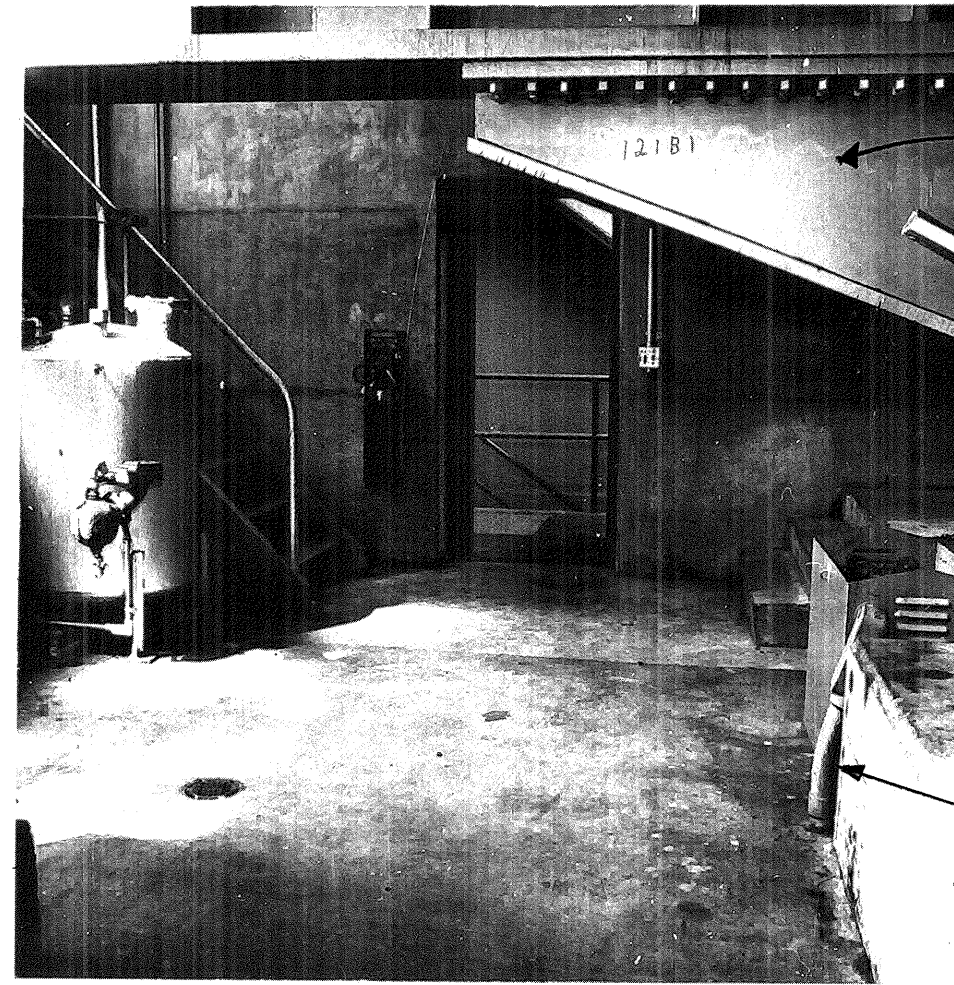
EXISTING FUEL LEVEL
SWITCH TO BE RECONDITIONED
OR REPLACED

EXISTING 100 GALLON FUEL
TANK TO REMAIN,
NEW DAY TANK REQUIRED.

CONDUITS C-154,
C-153A & C-150
(SEE PHOTO 4).



1



BRIDGE IN CLOSED POSITION

EXISTING WEATHERPROOF, VENTED
BATTERY ENCLOSURE MAY BE
RE-USED. (29" W X 23 1/2" H X 16" D)
FOR NEW BATTERIES

EXISTING CONDUIT FROM 12 VOLT
BATTERY TO ENGINE STARTER
MAY BE RE-USED 2" (C-152)

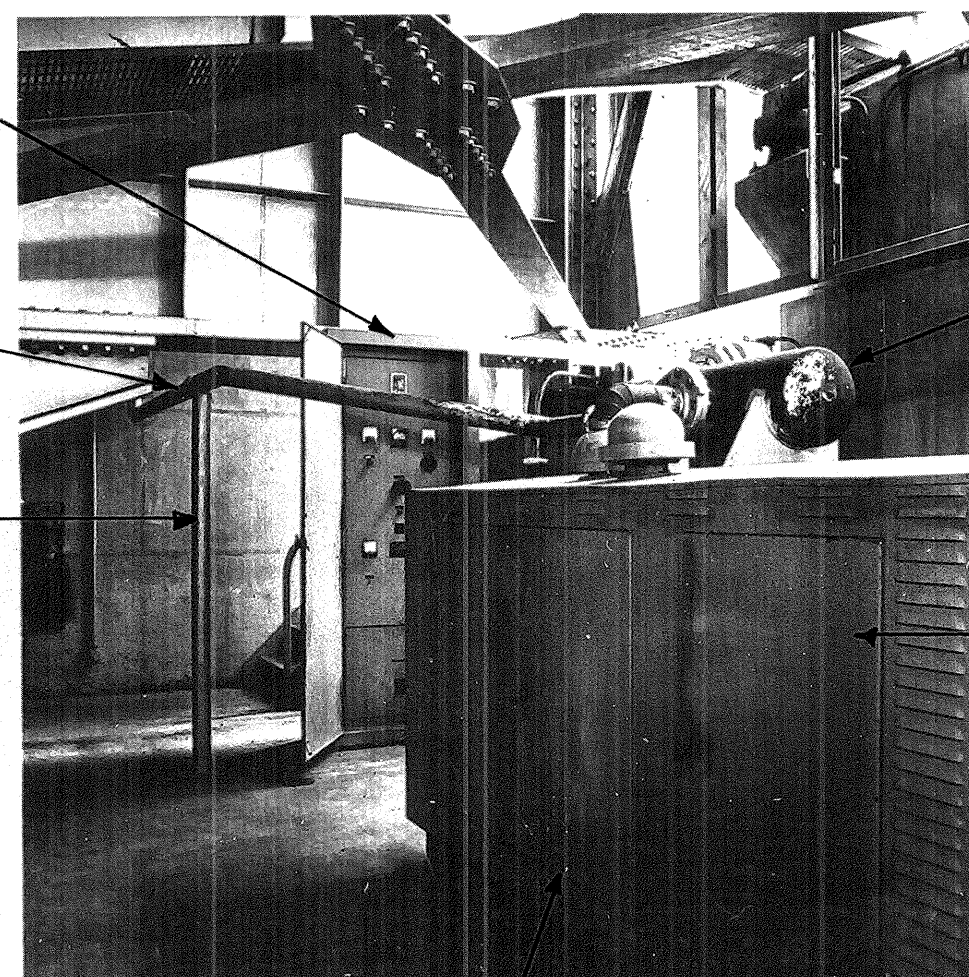
2

EXISTING GENERATOR
CONTROL PANEL TO
BE REMOVED

EXISTING 3" EXHAUST
PIPE TO BE REMOVED

EXISTING PIPE SUPPORT
TO BE REMOVED.
(NEW SUPPORT REQUIRED)

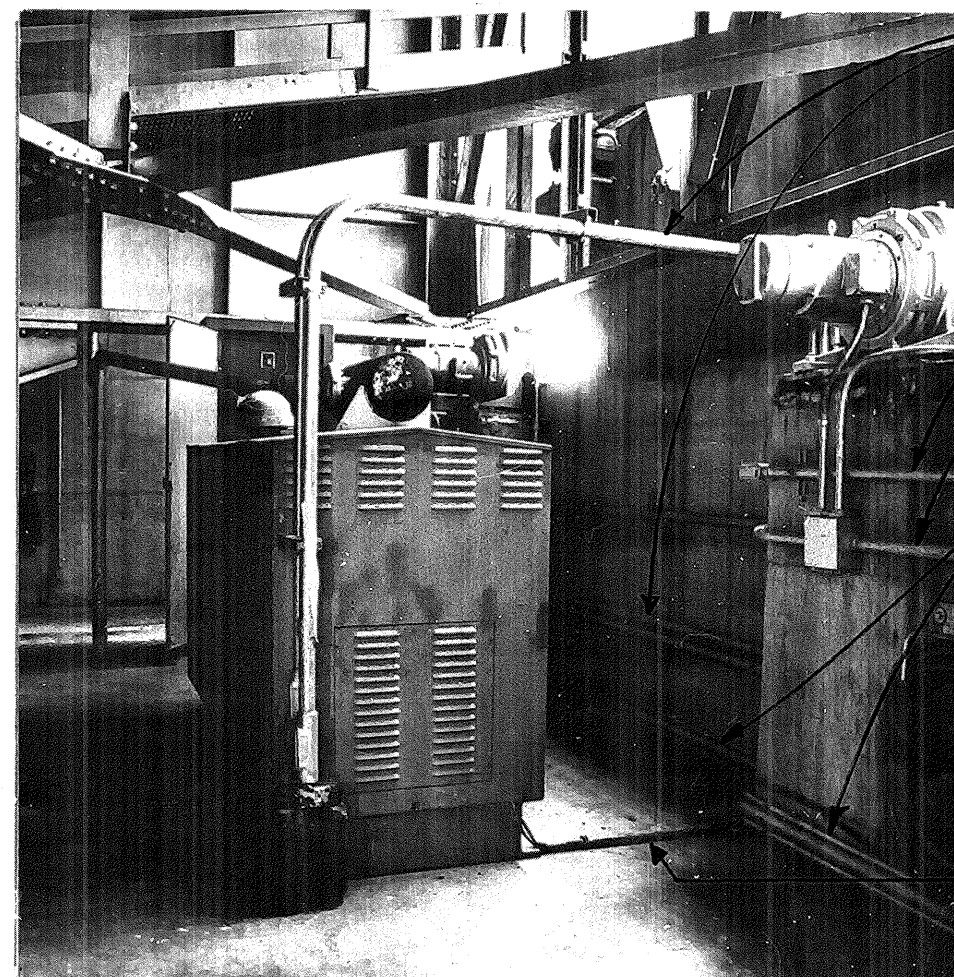
EXISTING CONDUIT FROM
BATTERY IS IN FLOOR HERE
(C-152)



EXISTING MUFFLER
TO BE REMOVED.
NEW MUFFLER SHALL
NOT BE SUPPORTED
FROM ENG.-GEN.
ASSEMBLY.

EXISTING ENGINE-
GENERATOR TO BE
REMOVED.
REMOVE BOLTS AND SMOOTH
FLOOR.
NEW ENGINE GENERATOR
TO BE IN SAME LOCATION.
"HOLD-DOWN" BOLTS SHALL
BE SET WITH "NON-SHRINK"
GROUT, (SEE NOTE #7, SHEET 2)
& NON-CORROSIVE CUSHIONS

3



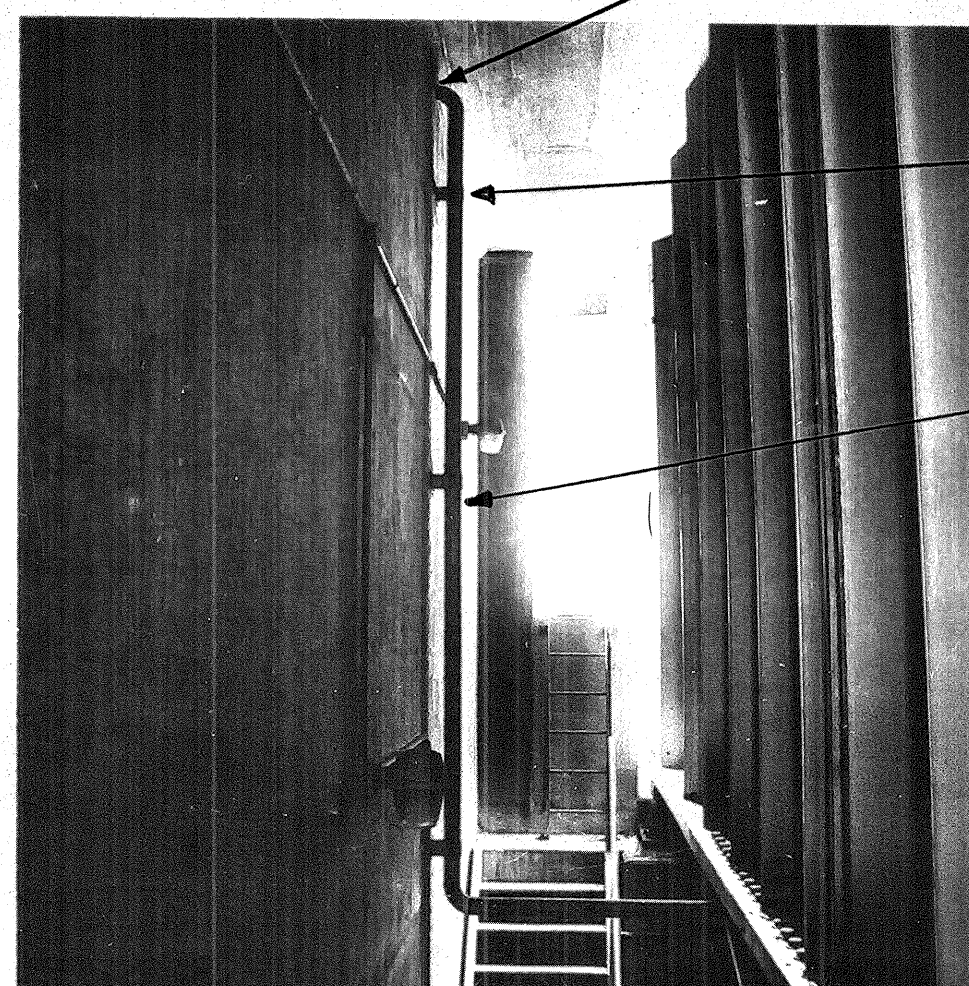
EXISTING GENERATOR CONDUITS
POWER OUTPUT 1 1/4" C, 3" G & 2" 12 (C-153) AND
ENGINE-GENERATOR
CONTROL 1 1/4" C, 3" G & 13" 14 (C-151)
SEE NOTE 8, SHEET 2

EXISTING C-250
EXISTING C-50
(SEE PHOTO 10)

EXISTING CONDUITS
1/2" 2" 14, FUEL TANK SWITCH TO GEN.
CONTROL PANEL (C-154)
1 1/4" C, 3" G & 2" 12 GEN. CONTROL PANEL
TO MAIN SWBD (C-153A)
3/4" C, 6" 14, GEN. CONTROL PANEL TO
MAIN SWBD (C-150)

EXISTING FUEL FILL
AND RETURN LINES
(SEE NOTE 8, SHEET 2)

4

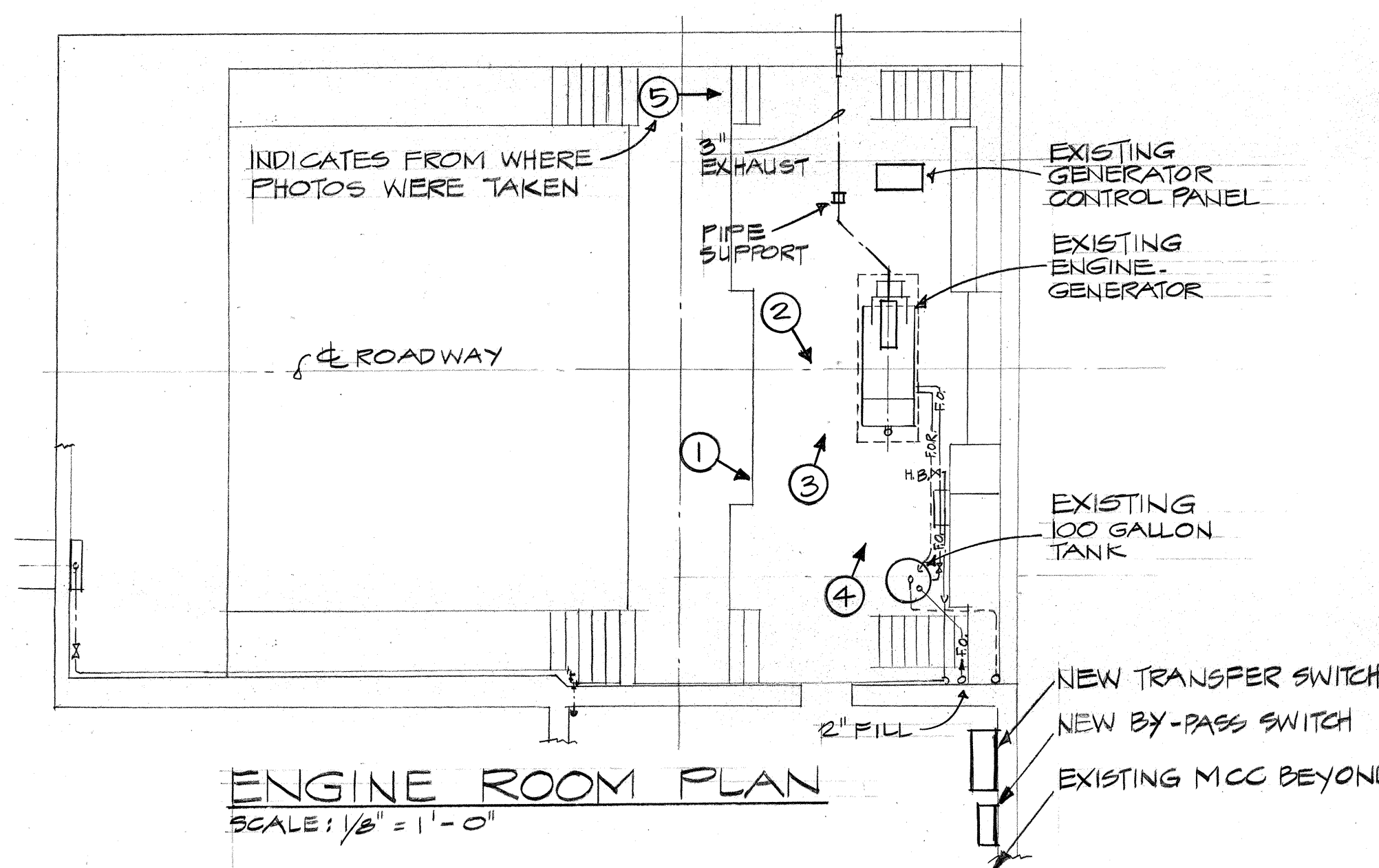


EXISTING 4" SLEEVE
THROUGH WALL SHALL
BE ENLARGED

WALL PORTION OF PIPE
SUPPORTS MAY BE RE-USED
IF FULL-OUT TESTS PROVE
SATISFACTORY.

EXISTING 3" EXHAUST PIPE
SHALL BE ENLARGED
(AND INSULATED TO 36"
ABOVE 90° TURN AT BOTTOM)
(SEE SPECS, SEC. 13, 14, 16)

5



ENGINE ROOM PLAN

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

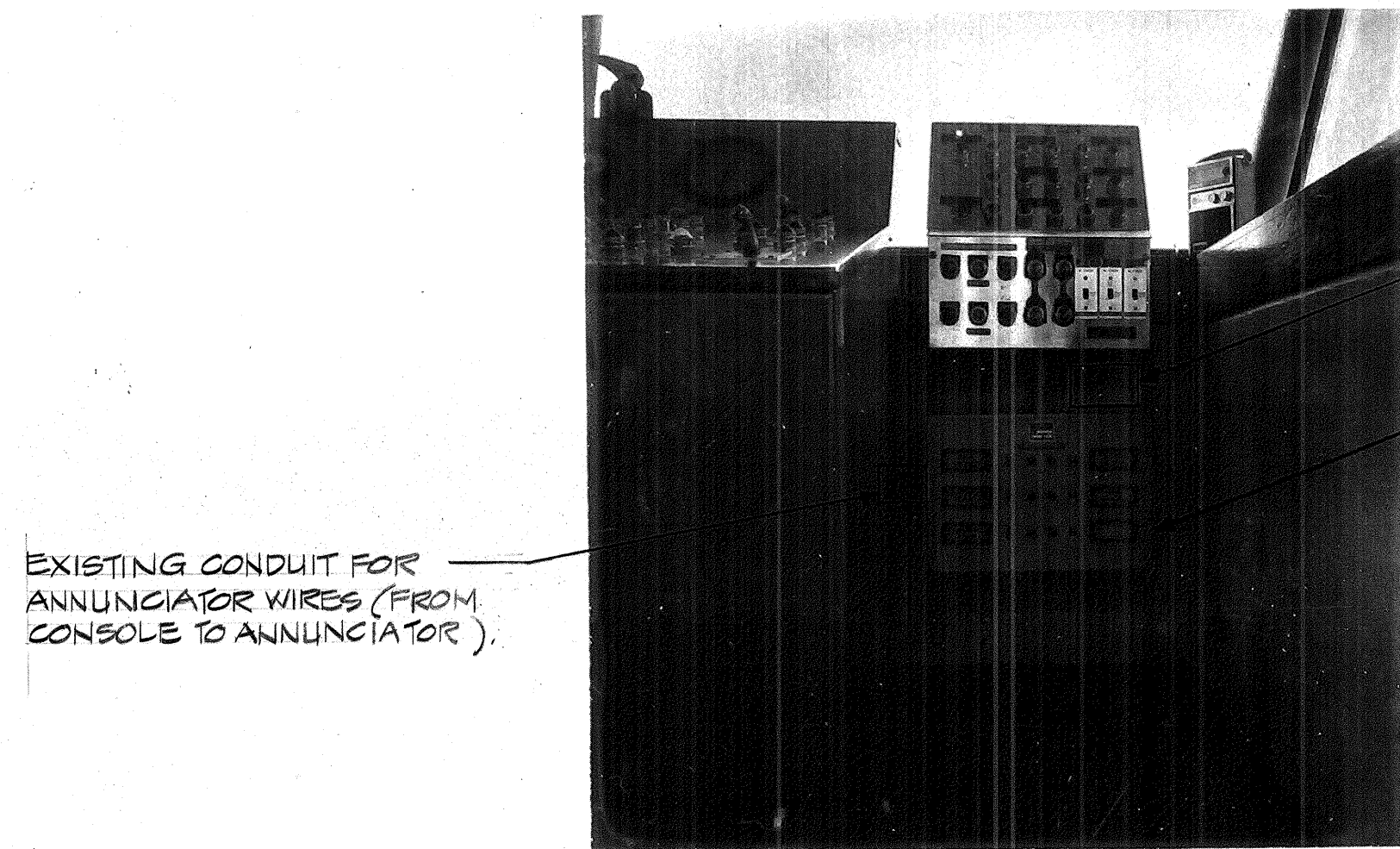
NOTES:

1. BREAKERS ARE 15 AMP #3, 5, 7 AND 15 ARE SPARES.
ONE SHALL BE ACTIVATED FOR NEW 120V POWER FOR ENGINE-GENERATOR
PLANT. DRILL FLOOR FOR 3/4" CONDUIT TO TRANSFER SWITCH BELOW.
2. CONDUITS C-150, C-151, C-153, C-153A AND C-154 SHALL BE REMOVED
IN THE ENGINE ROOM. ALL NEW CONDUITS IN THE ENGINE ROOM AND
THROUGH THE 6" X 6" HOLE TO THE TRANSFER SWITCH AND BY-PASS
SWITCH SPACE SHALL BE SCHEDULE 40 PVC. C-150 MAY BE RE-USED
FOR ANNUNCIATOR, 120V AND ENGINE START WIRING BETWEEN TRANSFER
SWITCH AND MAIN SWITCHBOARD. C-153A SHALL BE REPLACED WITH NEW
CONDUIT FOR NEW EMERGENCY FEEDER. WALL MAY BE DRILLED AT 12" MIN.
3. EXISTING WIREWAYS SHALL BE USED FOR ANNUNCIATOR WIRING BETWEEN
MAIN SWITCHBOARD AND NEW ANNUNCIATOR. WIRE SHALL BE #16, 300V.
4. NEW ANNUNCIATOR SHALL HAVE FACE 12" FROM BACK WALL.
FLUSH MOUNT IN NEW BLANK COVER ON EXISTING ANNUNCIATOR ENCLOSURE.
5. RELOCATE TELEPHONE AND LOCAL CONDUITS AS NECESSARY TO CLEAR
NEW TRANSFER SWITCH AND BY-PASS SWITCH.
6. THERE ARE 36" SQUARE ACCESS HATCHES BETWEEN ALL LEVELS IN
EQUIPMENT HALLWAYS, WITH 36" DOORS BETWEEN SPACES.
7. IT IS RECOGNIZED THAT ALL LOCATIONS, DESIGN OF SUPPORTS, METHODS
OF FASTENING, ETC. DEPEND ON EQUIPMENT SUPPLIED. HOWEVER, EACH
MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
8. POINT OF CONNECTION OF FUEL, POWER AND ANNUNCIATING LINES TO
ENGINE WILL DETERMINE ROUTE TO OTHER EQUIPMENT. NONE SHALL BE
WITHIN 4" OF FLOOR; ALL SHALL BE ADEQUATELY SUPPORTED BY A
METHOD APPROVED BY THE ENGINEER.



This work was prepared by me or under
my supervision.
James J. Oberhausen
James J. Oberhausen

REV	DATE	DESCRIPTION	BY	APPROVED
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HARBORS DIVISION				
JOB TITLE REPLACEMENT OF EMERGENCY GENERATOR AT BASCULE BRIDGE, HONOLULU, HAWAII				
SHEET TITLE EXISTING CONDITIONS & NOTES				
DESIGNED BY: JJO		APPROVED BY:		SHEET 2 OF 4 SHEETS
DRAWN BY: P.R.		CHIEF, HARBORS DIVISION		
CHECKED BY: JJO		JOB NUMBER		
DATE: 5-10-76		H.C. 1281		
SCALE:				

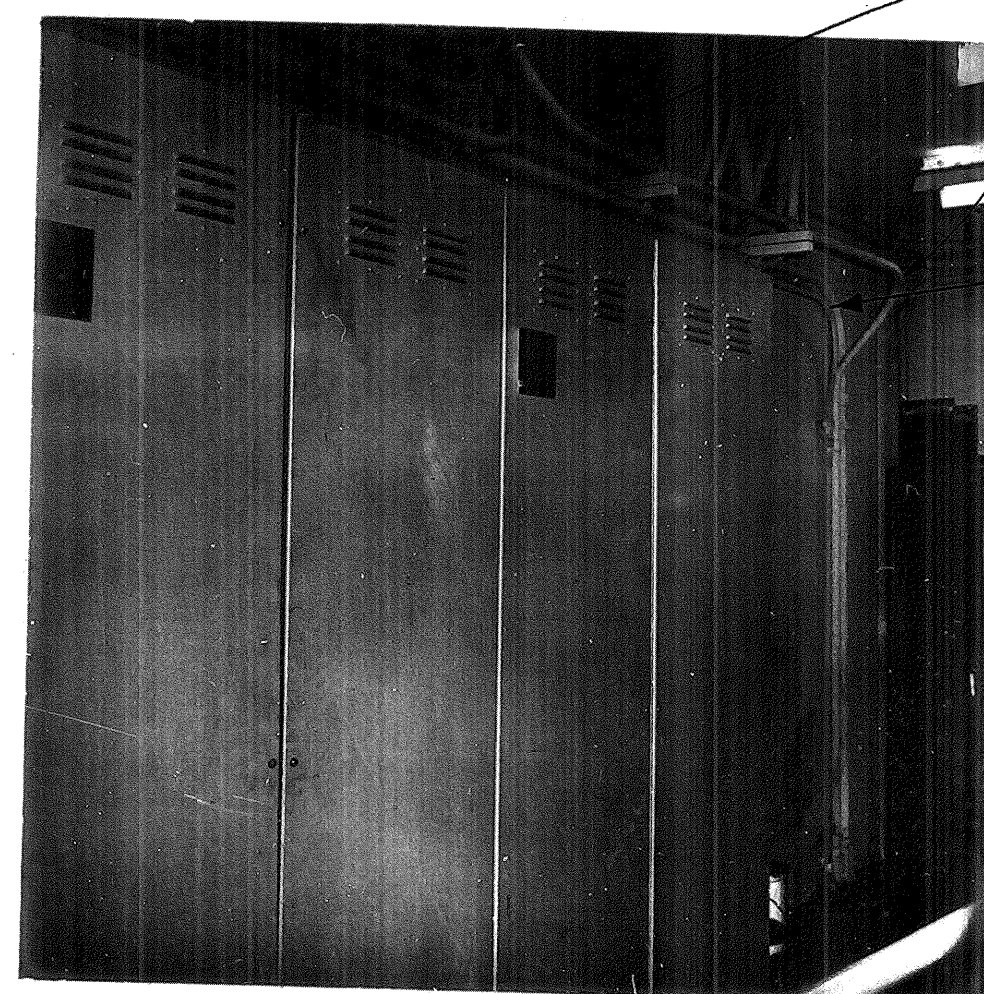


EXISTING CONDUIT FOR ANNUNCIATOR WIRES (FROM CONSOLE TO ANNUNCIATOR).

EXISTING SUMP PUMP INDICATOR

EXISTING ANNUNCIATOR ENCLOSURE TO REMAIN. PROVIDE NEW BLANK COVER TO FLUSH MOUNT NEW ANNUNCIATOR

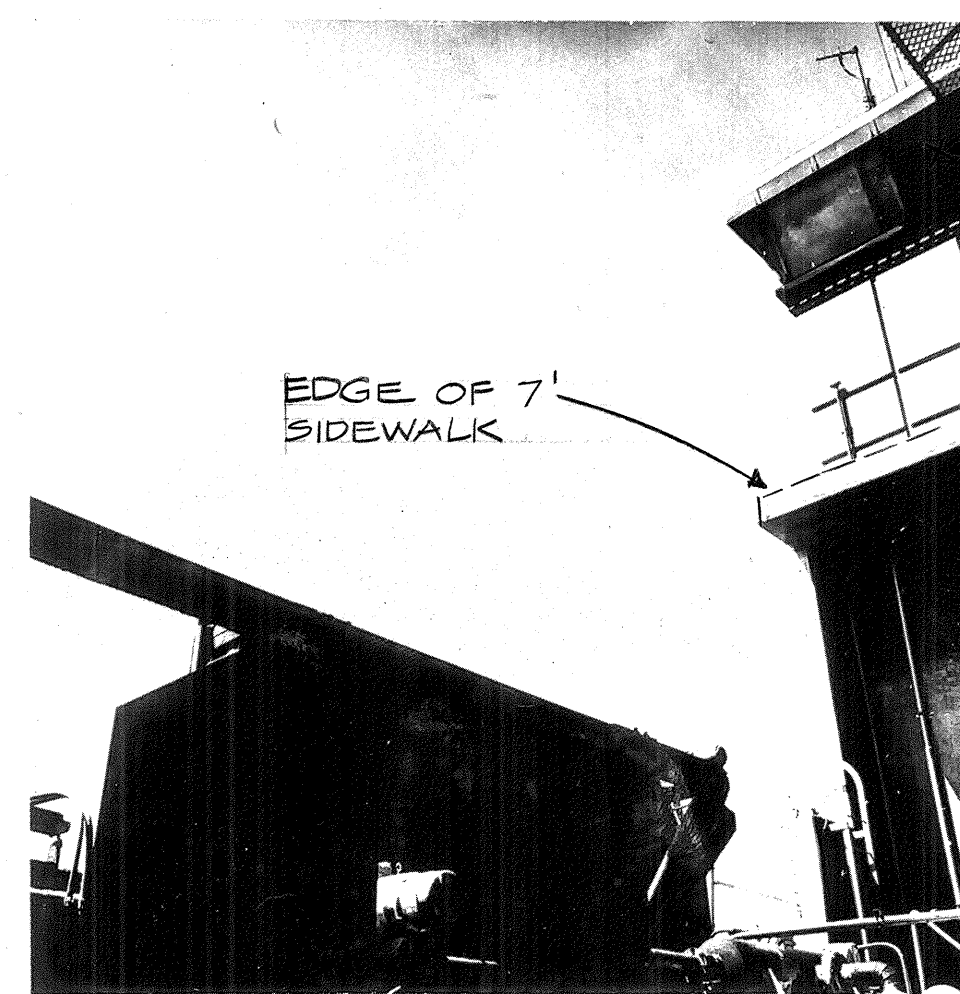
OPERATORS LEVEL (6)



EXISTING 1 1/4" C (C-153A, SEE PHOTO 4) SHALL BE REPLACED

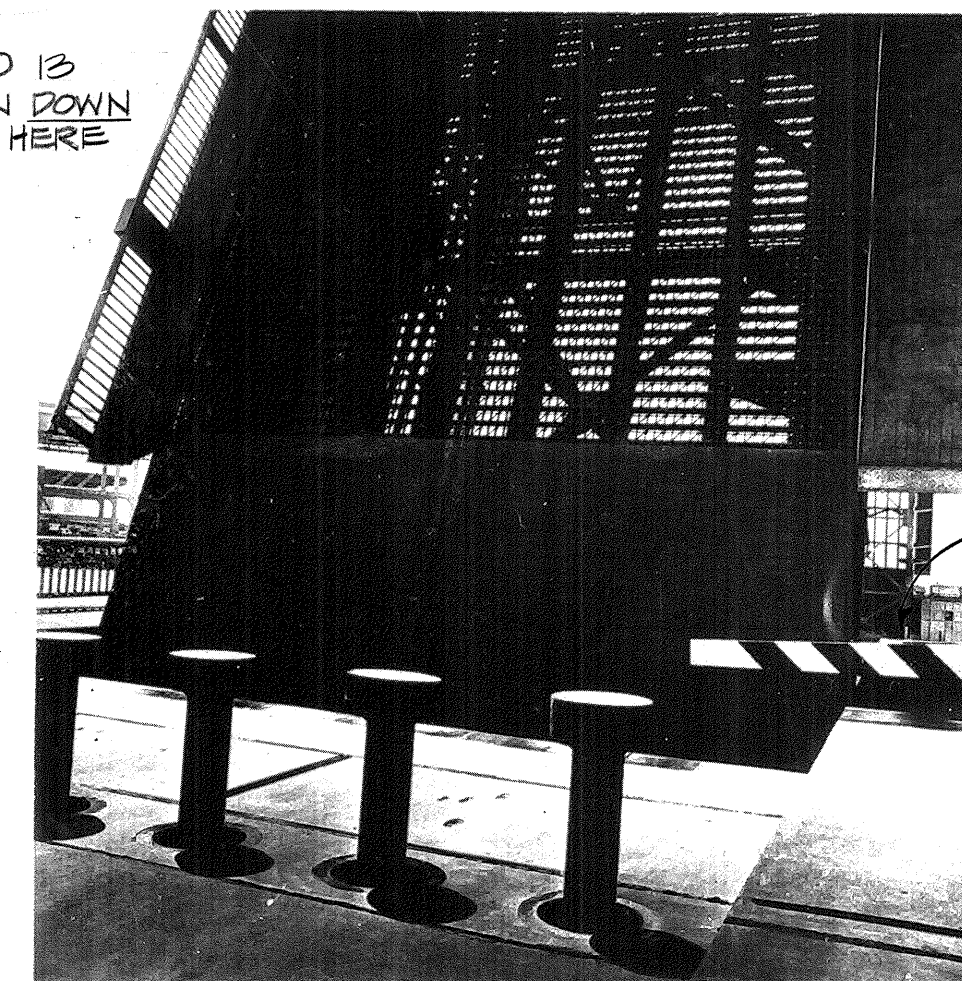
EXISTING 3/4" C FROM EXIST. GENERATOR CONTROL PANEL TO MAIN SWITCHGEAR (C-150, SEE PHOTO 4) MAY BE RE-USED.

ENGINE ROOM LEVEL (7)
(REACTORS ENCLOSURES SHOWN)



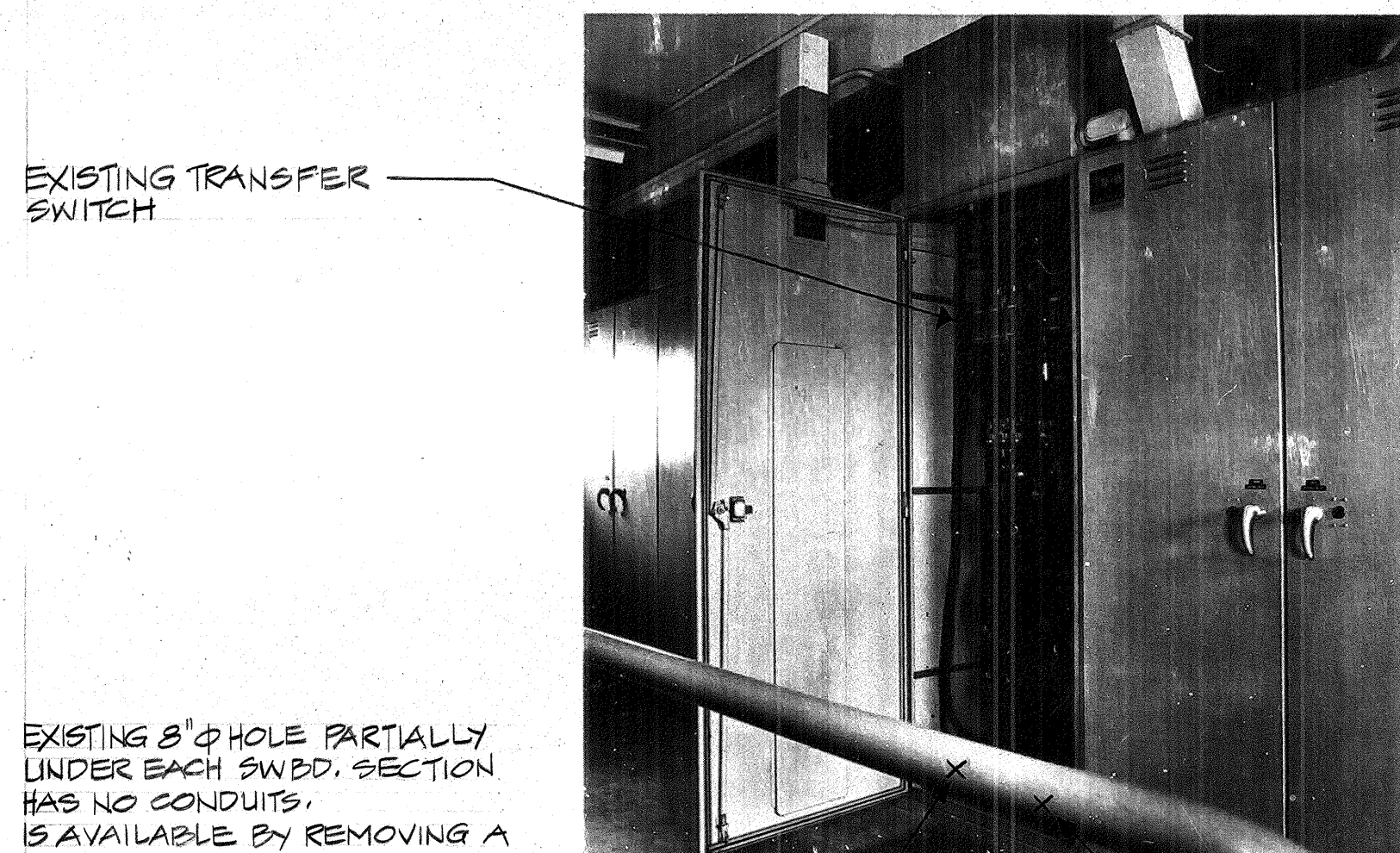
EDGE OF 7' SIDEWALK

(11)



EDGE OF 7' SIDEWALK

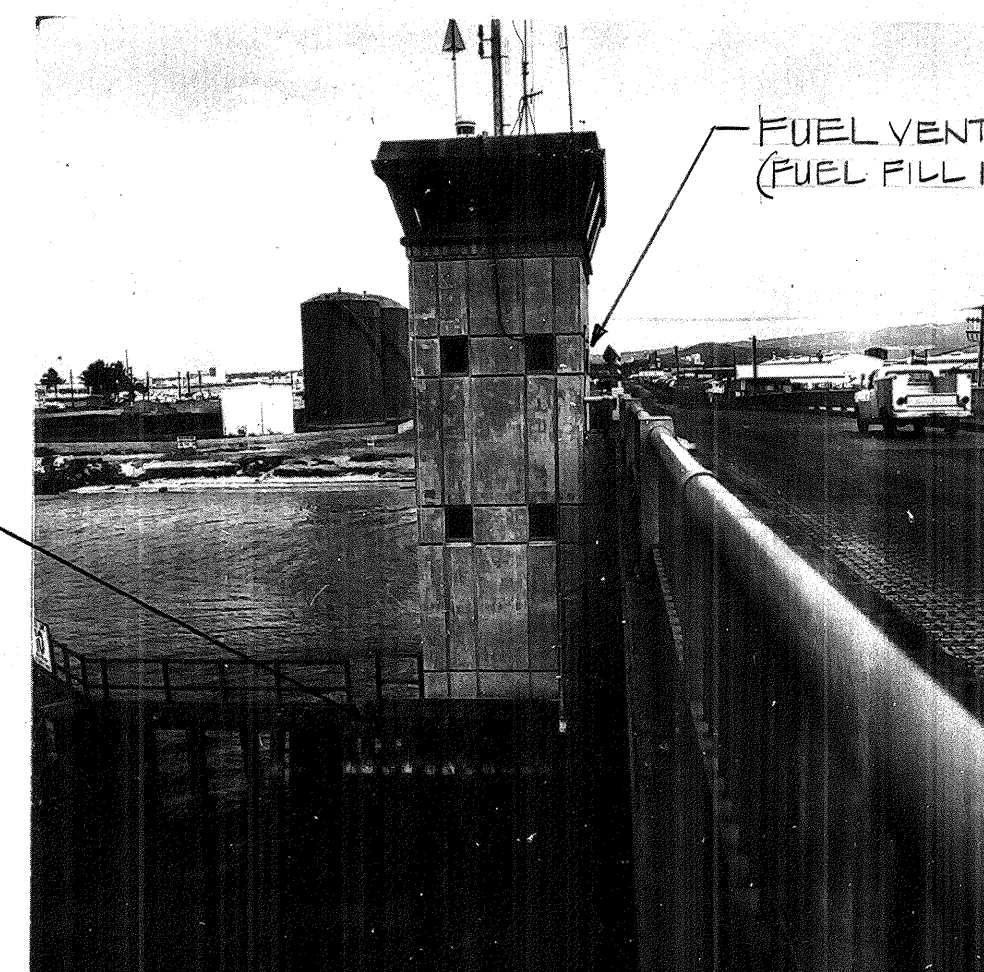
(12)



EXISTING TRANSFER SWITCH

EXISTING 8" Ø HOLE PARTIALLY UNDER EACH SWBD. SECTION HAS NO CONDUITS. IS AVAILABLE BY REMOVING A PORTION OF BOTTOM PLATE.

MAIN SWITCHGEAR LEVEL (8)
(MAIN SWITCHBOARD SHOWN)



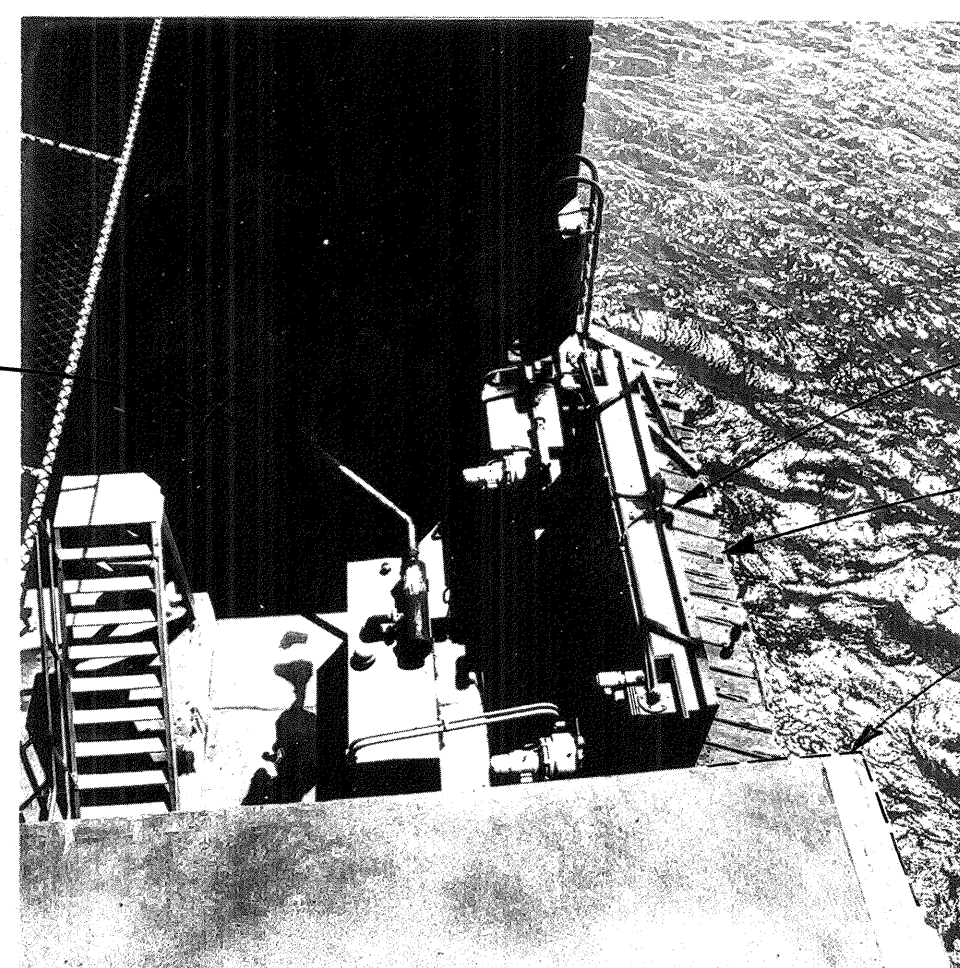
FUEL VENT (FUEL FILL IN SIDEWALK)

PHOTO 11 TAKEN UP FROM HERE

APPROXIMATE LINE OF LEAF RACK IN OPEN POSITION. SEE 'AS BUILT' DWGS. SHT. 35

PIER FENDER

(9)



Tsunami GATES

PIER FENDER

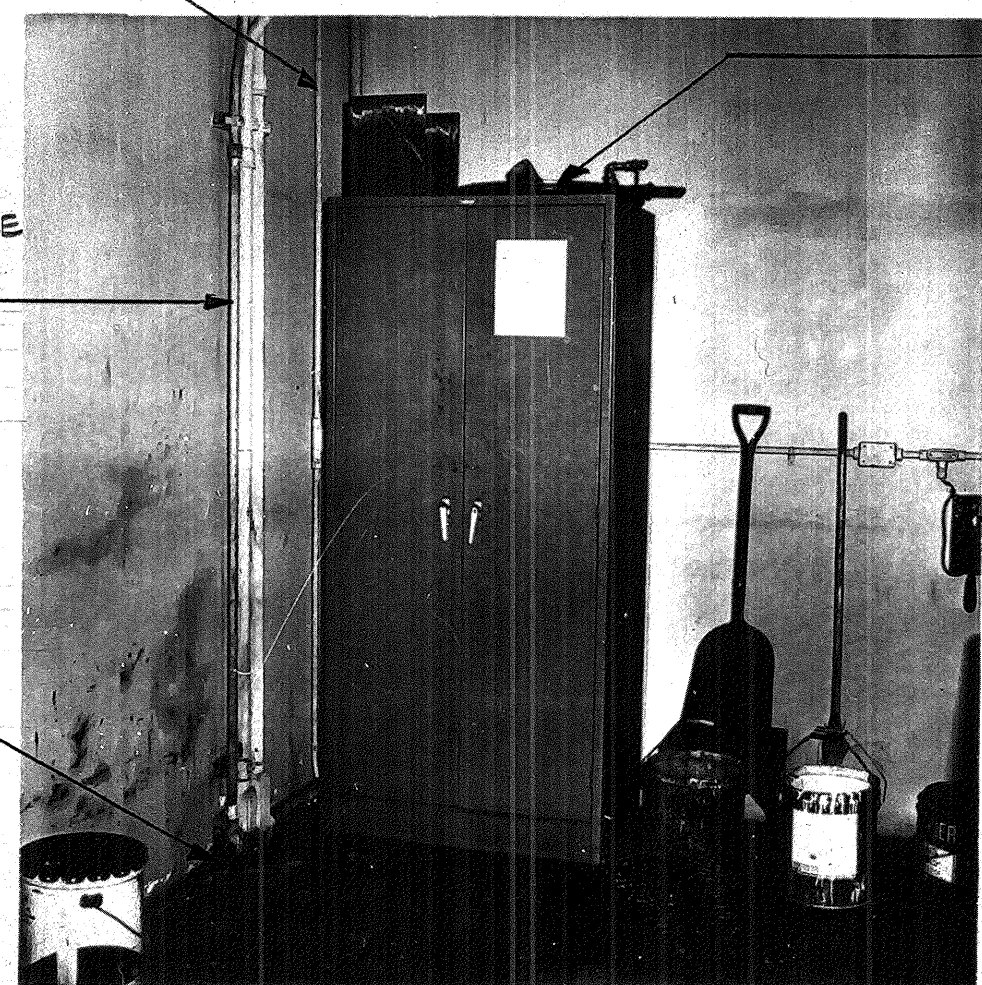
EDGE OF 7' (WIDE) SIDEWALK

(13)

BRIDGE IN OPEN POSITION (TO SHOW ACCESS TO ENGINE ROOM)

EXISTING TELEPHONE RISER CONDUIT TO REMAIN. SEE NOTE 5, SHEET 2.

EXISTING CONDUITS 1 1/2" FROM MAIN SWBD. TO LIVE LOAD LOCKS (C-50) AND 1 1/4" FROM MCC TO TSUNAMI GATES (C-250) TO REMAIN. C-153A AND C-150 (SEE PHOTOS 4 & 7) ARE INVOLVED IN THIS PROJECT. SEE NOTE 2, SHEET 2.

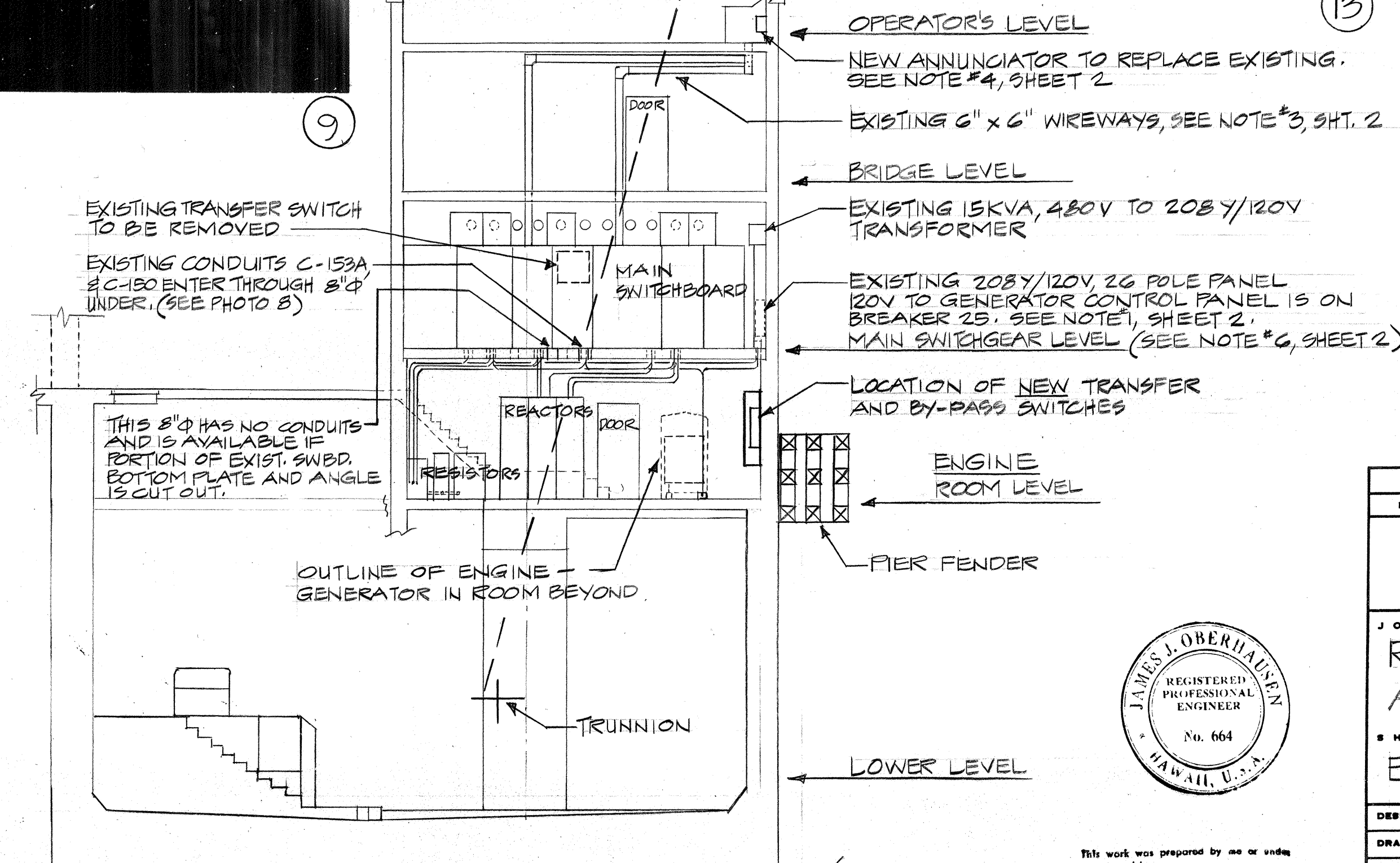


EXISTING LOCKER TO BE RELOCATED

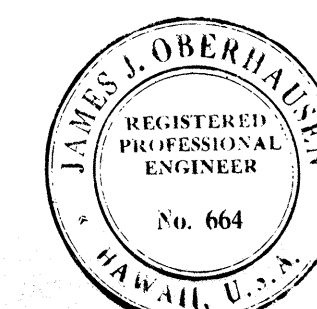
RELOCATE TELEPHONE TO CLEAR NEW TRANSFER AND BY-PASS SWITCHES.

EXISTING CONDUITS C-50, C-250, C-153A AND C-150 ENTER ENGINE ROOM THROUGH 6" x 6" HOLE. SEE NOTE 2, SHEET 2.

ENGINE ROOM LEVEL (10)
(SPACE FOR NEW TRANSFER & BY-PASS SWITCH & GENERATOR O.K.T. BREAKER)



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



This work was prepared by me or under my supervision.
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