

**CI-0703****TAB 7: TECHNICAL DISCIPLINES**

Electrical

Each motor starter shall have stop and start button and/or hand/off/auto switch with indicator lights. A local heavy-duty unfused isolating disconnect shall be provided within sight of the motor to safely disconnect equipment for servicing.

The power for the control circuit shall be from the downstream of the breaker supplying power for the motor.

WAYSIDE POWER

Wayside power requirements for trains and buses (bus layover bays). Refer GO STANDARD DRAWINGS.

PROGRAMMABLE LOGIC CONTROLLER – RELAY PANEL (TBD)**MONITORING AND CONTROLS (TBD)****POWER FACTOR CORRECTOR (TBD)****SELECTION OF BREAKERS (TBD)****PANEL REQUIREMENTS (TBD)****TRANSFORMERS (TBD)****PROVISION FOR INFRASTRUCTURE FOR FUTURE EV CHARGING STATIONS**

- > If provisioning for future Electric Vehicle Charging Stations, provide empty conduit, complete with #12 AWG green insulated grounding conductor RWU90 for easy tracing terminated in a handwell, sized as per OESC (Ontario Electrical Safety Code) but, not smaller than 2" (50mm) for future use. Impact on existing power services and building infrastructure shall be investigated by the designer.
- > When considering the provision of Electric Vehicle Charging Station infrastructure, ensure the physical space required for an EV Charging Station panel is reserved in the Electrical Room for its future installation
- > EV Charging Station Design details as per Tab 2 CI-0203 Parking Infrastructure.