

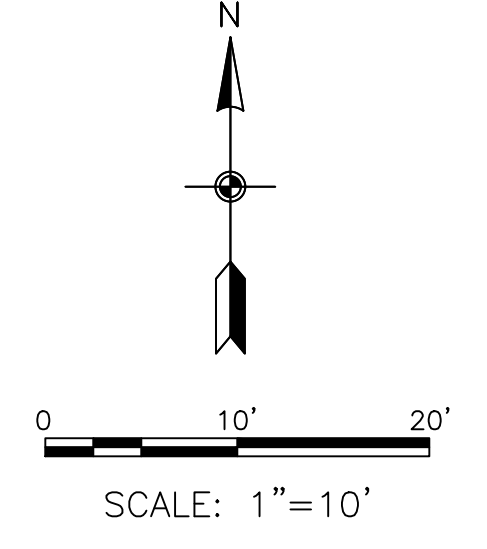
**LEGEND**

- EXISTING GRASS AREA
- EXISTING BUILDING
- EXISTING PAINT STRIPING
- EXISTING FENCE
- EXISTING GATE
- DEMO PAINT
- DEMO PAVEMENT

**NOTES:**

1. NO TITLE SEARCH OR PROPERTY BOUNDARY SURVEY WAS COMPLETED FOR THIS PROJECT. NO BOUNDARY LINES ARE DEPICTED ON THIS DATABASE.
2. A SUBSURFACE UTILITY INVESTIGATION HAS NOT BEEN PERFORMED BY WSP. WA 811 SHOULD BE CONTACTED PRIOR TO COMMENCING ANY EXCAVATION. (800-424-5555). STORM AND SEWER CONNECTIONS WERE EXCLUDED FROM THIS SCOPE OF SERVICE AND ARE NOT SHOWN HEREON.
3. COORDINATES SHOWN BASED ON PUBLICLY AVAILABLE DATA. CONTRACTOR TO ESTABLISH BEARINGS AND COORDINATES SHOWN HEREON, IF ANY, ARE BASED ON THE WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NORTH AMERICAN DATUM OF 1983.
4. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) [GEOID 12B].
5. FINAL LOCATIONS TO BE FIELD VERIFIED PRIOR TO FINAL INSTALLATION. DEVIATIONS TO BE COORDINATED WITH OWNER AND ENGINEER.
6. CONTRACTOR TO REPAIR ALL SIZEABLE CRACKS ALONG EXISTING CONCRETE.
7. CONTRACTOR TO REPAINT ALL EXISTING BOLLARDS ON SITE.





**LEGEND**

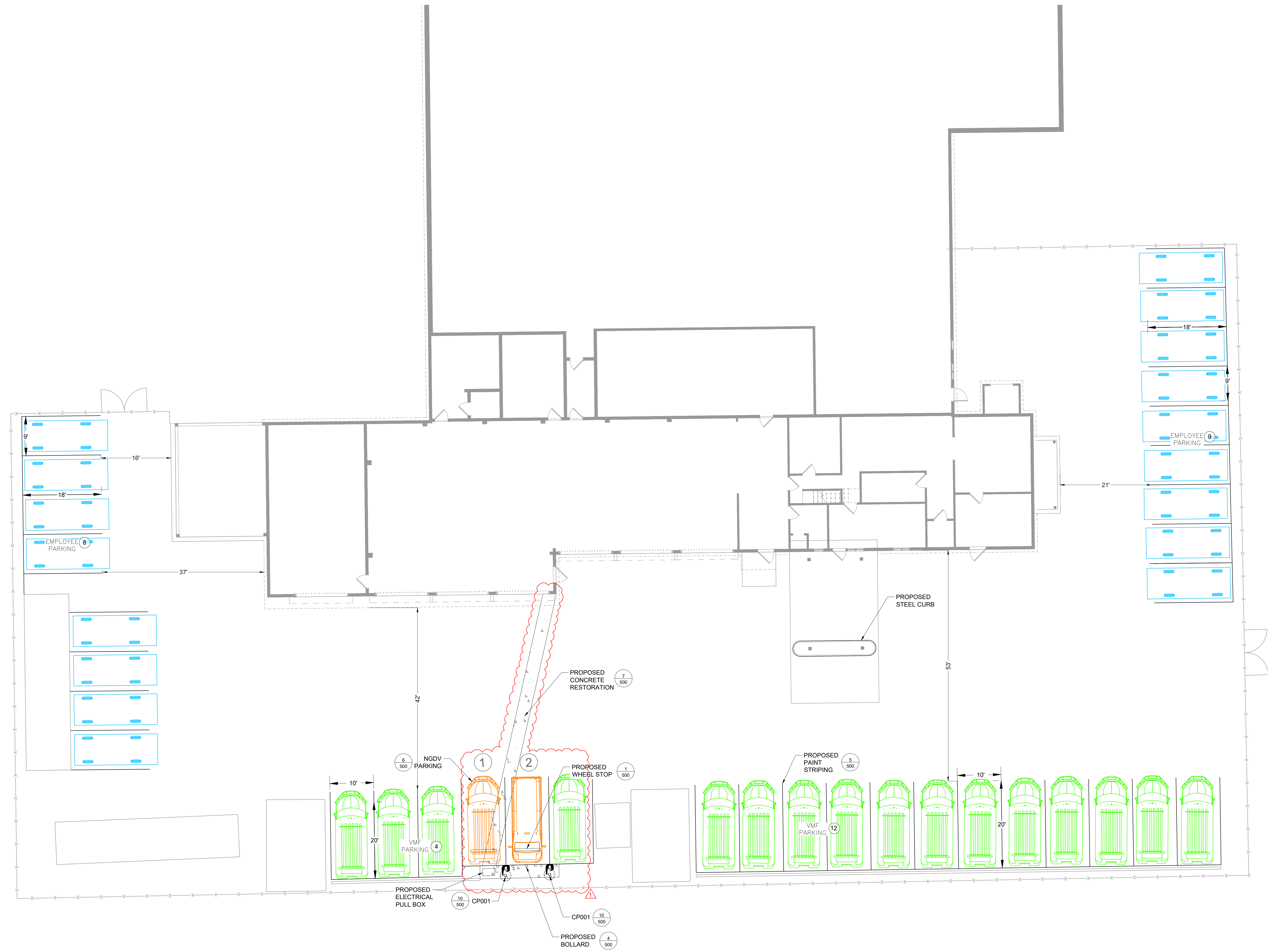
- EXISTING GRASS AREA
- EXISTING BUILDING
- EXISTING PAINT STRIPING
- EXISTING FENCE
- EXISTING GATE
- PROPOSED PAINT STRIPING
- PROPOSED PAVEMENT RESTORATION
- VMF PARKING
- EMPLOYEE PARKING
- VMF CHARGER PARKING

**NOTES:**

1. NO TITLE SEARCH OR PROPERTY BOUNDARY SURVEY WAS COMPLETED FOR THIS PROJECT. NO BOUNDARY LINES ARE DEPICTED ON THIS DATABASE.
2. A SUBSURFACE UTILITY INVESTIGATION HAS NOT BEEN PERFORMED BY WSP. WA 811 SHOULD BE CONTACTED PRIOR TO COMMENCING ANY EXCAVATION. (800-424-5555). STORM AND SEWER CONNECTIONS WERE EXCLUDED FROM THIS SCOPE OF SERVICE AND ARE NOT SHOWN HEREON.
3. COORDINATES SHOWN BASED ON PUBLICLY AVAILABLE DATA. CONTRACTOR TO ESTABLISH BEARINGS AND COORDINATES SHOWN HEREON, IF ANY, ARE BASED ON THE WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NORTH AMERICAN DATUM OF 1983.
4. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) [GEOID 12B].
5. FINAL LOCATIONS TO BE FIELD VERIFIED PRIOR TO FINAL INSTALLATION. DEVIATIONS TO BE COORDINATED WITH OWNER AND ENGINEER.
6. CONTRACTOR TO REPAIR ALL SIZEABLE CRACKS ALONG EXISTING CONCRETE.
7. CONTRACTOR TO REPAINT ALL EXISTING BOLLARDS ON SITE.
8. CONTRACTOR TO RESTORE CONCRETE WHERE REQUIRED FOR CHARGER, BOLLARD, AND TRANSFORMER INSTALLATION. CONTRACTOR TO VERIFY FIELD CONDITIONS AND RESTORE AREA LIKE FOR LIKE CONDITIONS. (IE. GRASS=GRASS, CONCRETE=CONCRETE, ETC.)

PARKING SPACES		
PARKING TYPE	PROVIDED	KIT No.
EMPLOYEE PARKING	17	
VMF PARKING	16	
VMF CHARGING PARKING	2	CP001

\*FINAL CHARGER SCHEDULE TO BE DEPICTED IN ELECTRICAL PLANS. ASSOCIATED CHARGER PER PARKING NUMBER TO BE DEPICTED IN ELECTRICAL PLANS.



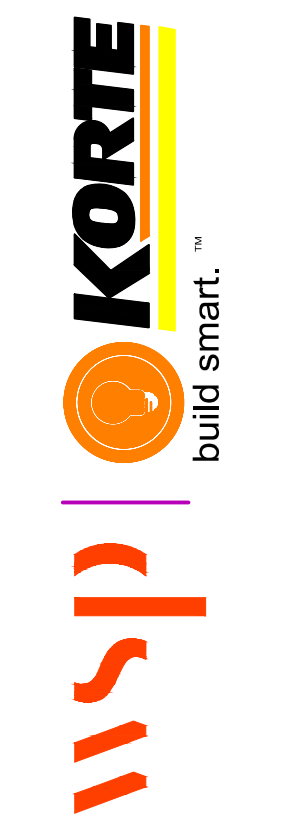
C200 PROPOSED CONDITIONS

Scale: AS NOTED  
 Revisions: 90% DESIGN SUBMITTAL  
 Project: TACOMA VMF  
 Date: 04/01/2024  
 Revision: 1  
 Date: 04/01/2024  
 USPS File Number: E10234



TACOMA VMF  
 3825 S WARNER ST  
 TACOMA, WA 98409

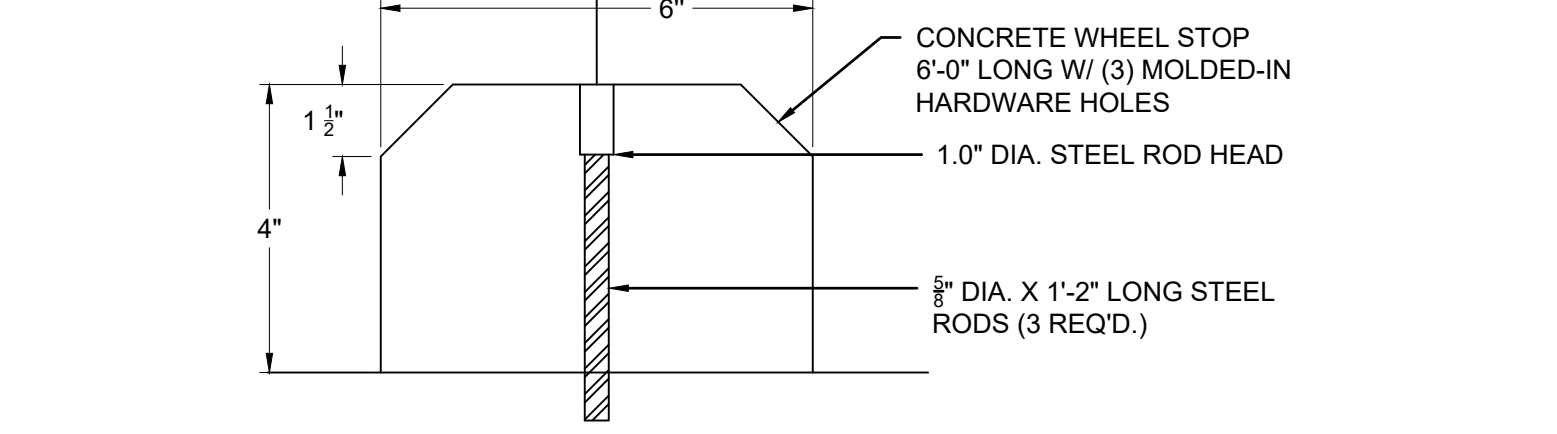
WSP USA DESIGN INC.  
 2711 BRIDGEMAN ST  
 SEASIDE, WA 98138



© Copyright 2006-2013, United States Postal

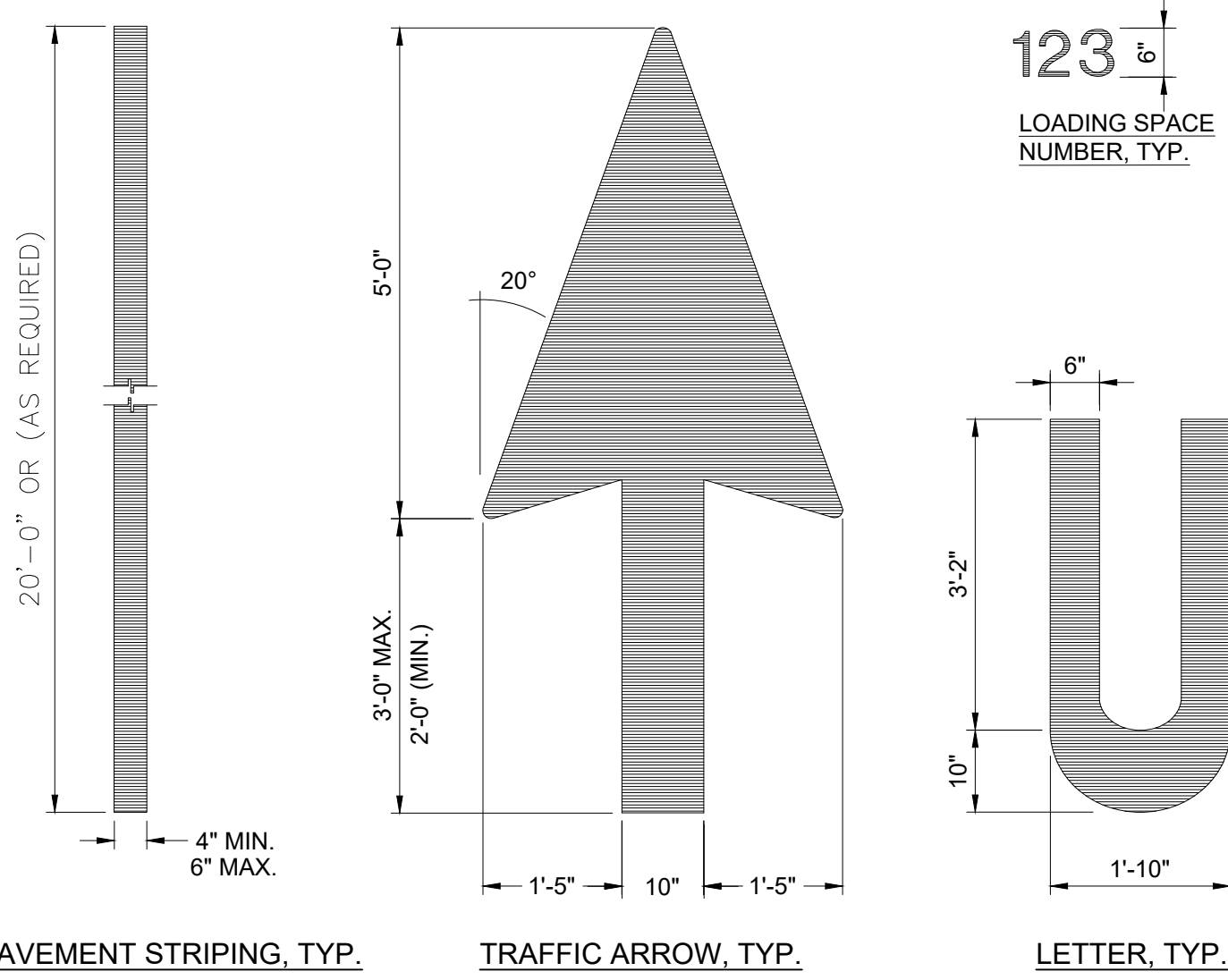
Eastern Facilities Construction, CMT, P.O. Box 27497, Greenboro, N.C. 27409-9521

VEHICLE TYPE	PARKING ORIENTATION	
	REAR	FRONT
BEV NGDV SPACES	4'-6"	3'-0"
BEV COTS SPACES	3'-6"	2'-9"
EMPLOYEE/RETAIL	3'-0"	3'-0"



- NOTES:
- SEE SITE PLAN FOR LOCATION AND QUANTITY OF WHEELSTOPS.
  - SEE USPS PLAN AND THE PARKING ENLARGEMENTS FOR THE CAR PARKING ORIENTATIONS AS DESCRIBED IN THE 'DIMENSION TABLE' ABOVE.
  - WHEN APPLICABLE IN CONCRETE PAVEMENTS, WHEELSTOPS SHALL BE ANCHORED TO CONCRETE WITH HDG. 1/4" DROP-IN ANCHORS, 1" EMBEDMENT W/ 1/4" THREADED ROD.
  - WHEELSTOP MATERIAL AND INSTALLATION SHALL BE PER BARCO PRODUCTS' STANDARDS AND SPECIFICATIONS (OR APPROVED EQUIVALENT).

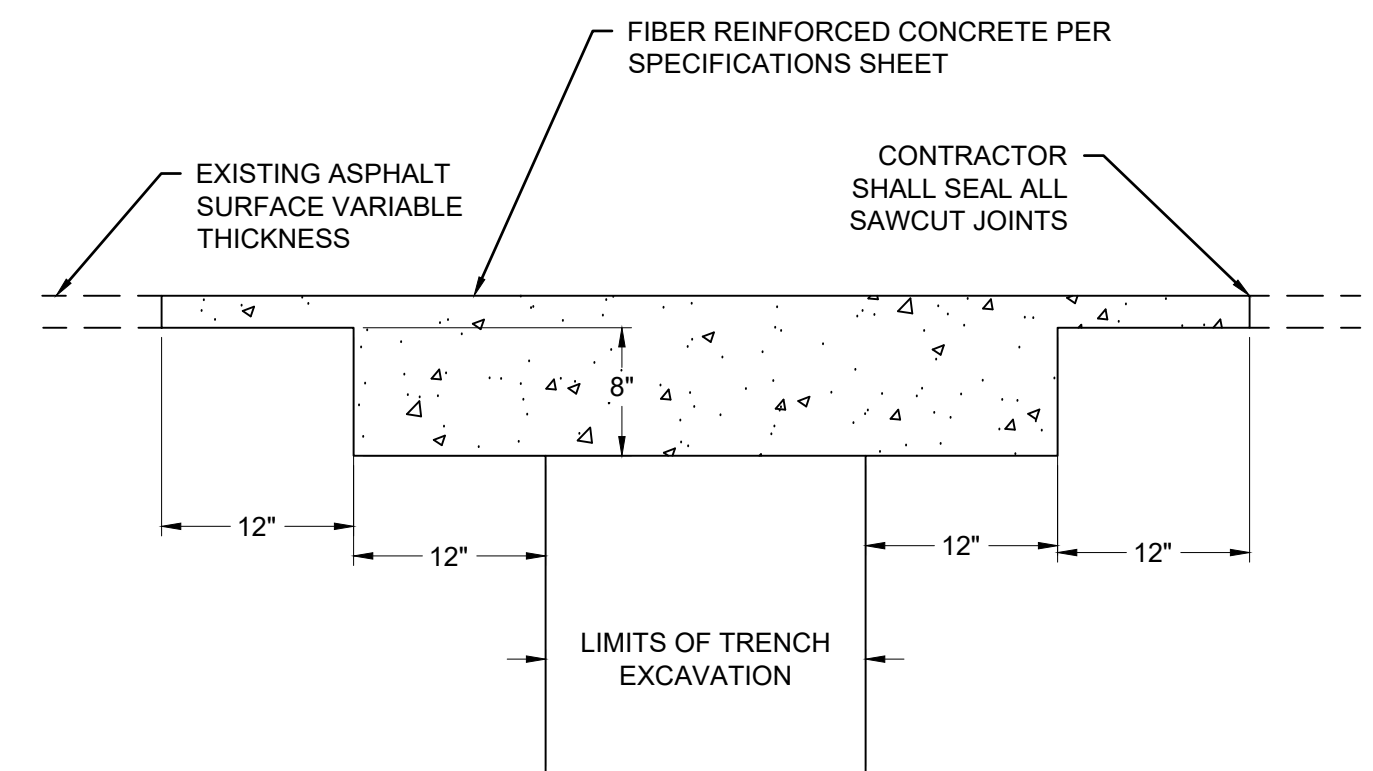
### 1 CONCRETE WHEEL STOP



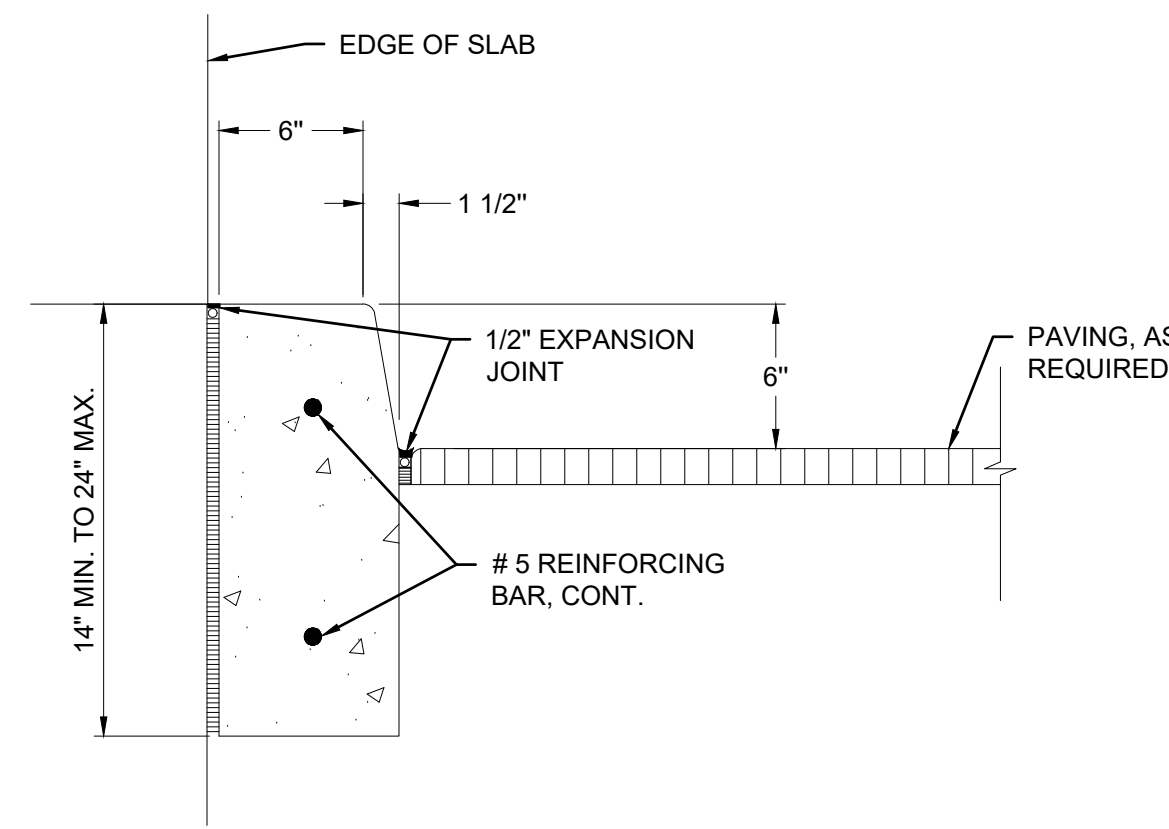
PAVEMENT STRIPING, TYP. TRAFFIC ARROW, TYP. LETTER, TYP.

- NOTE:
- USE NON-REFLECTIVE WHITE PAINT, TYP. BUT USE YELLOW PAINT ON CONCRETE OR OTHER SURFACES WHERE WHITE PAINT DOES NOT PROVIDE SUFFICIENT CONTRAST.

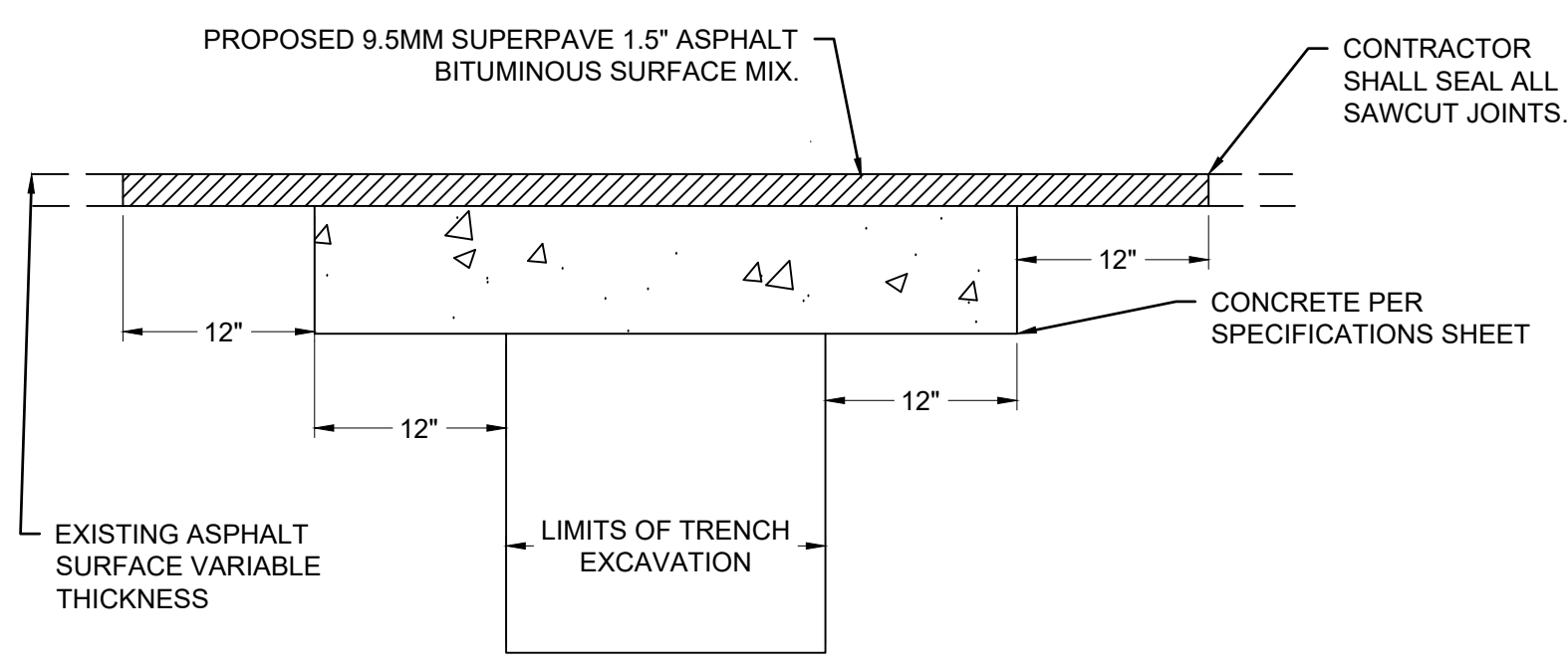
### 5 PAVEMENT MARKINGS



### 7 CONCRETE RESTORATION SECTION

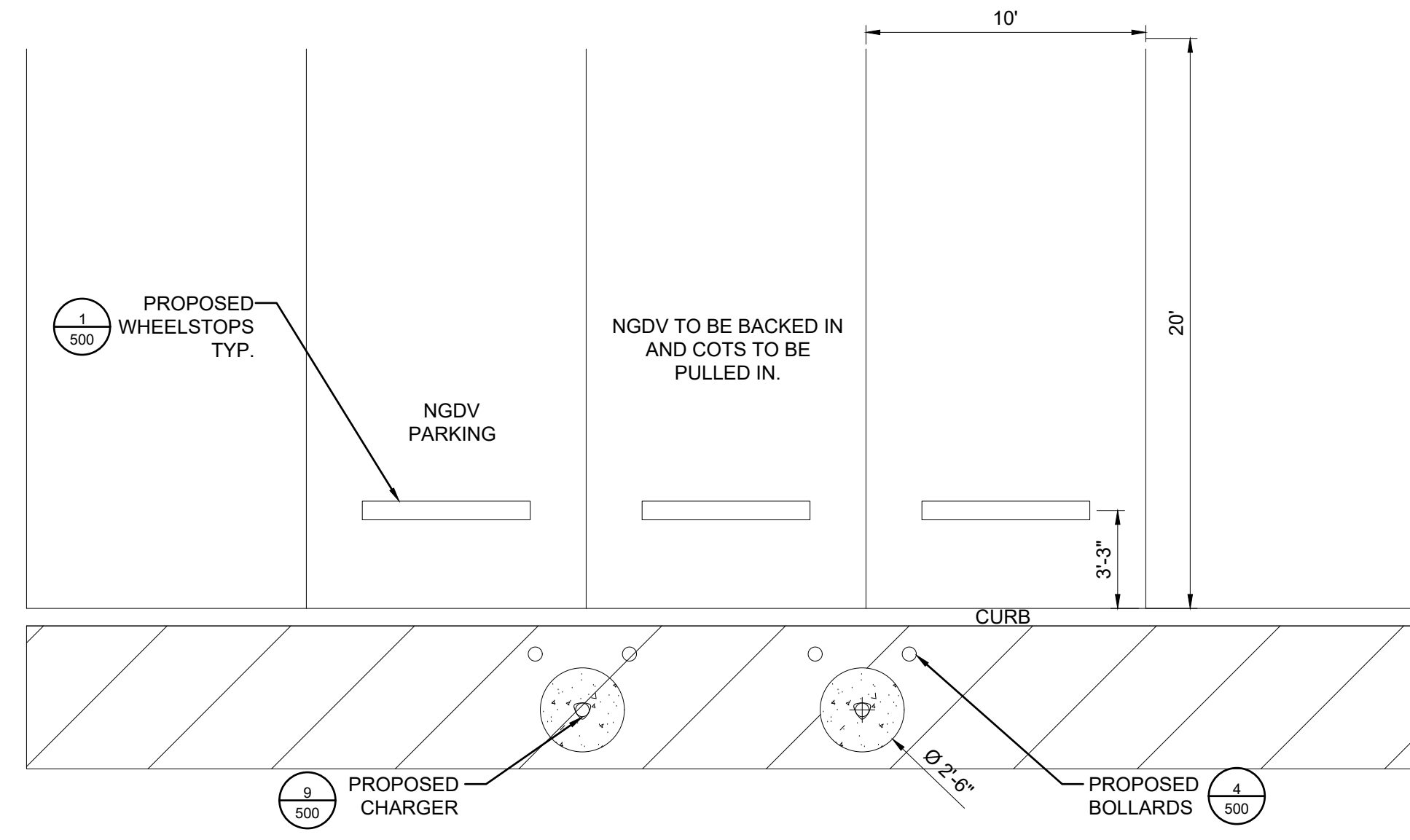


### 8 CURBS



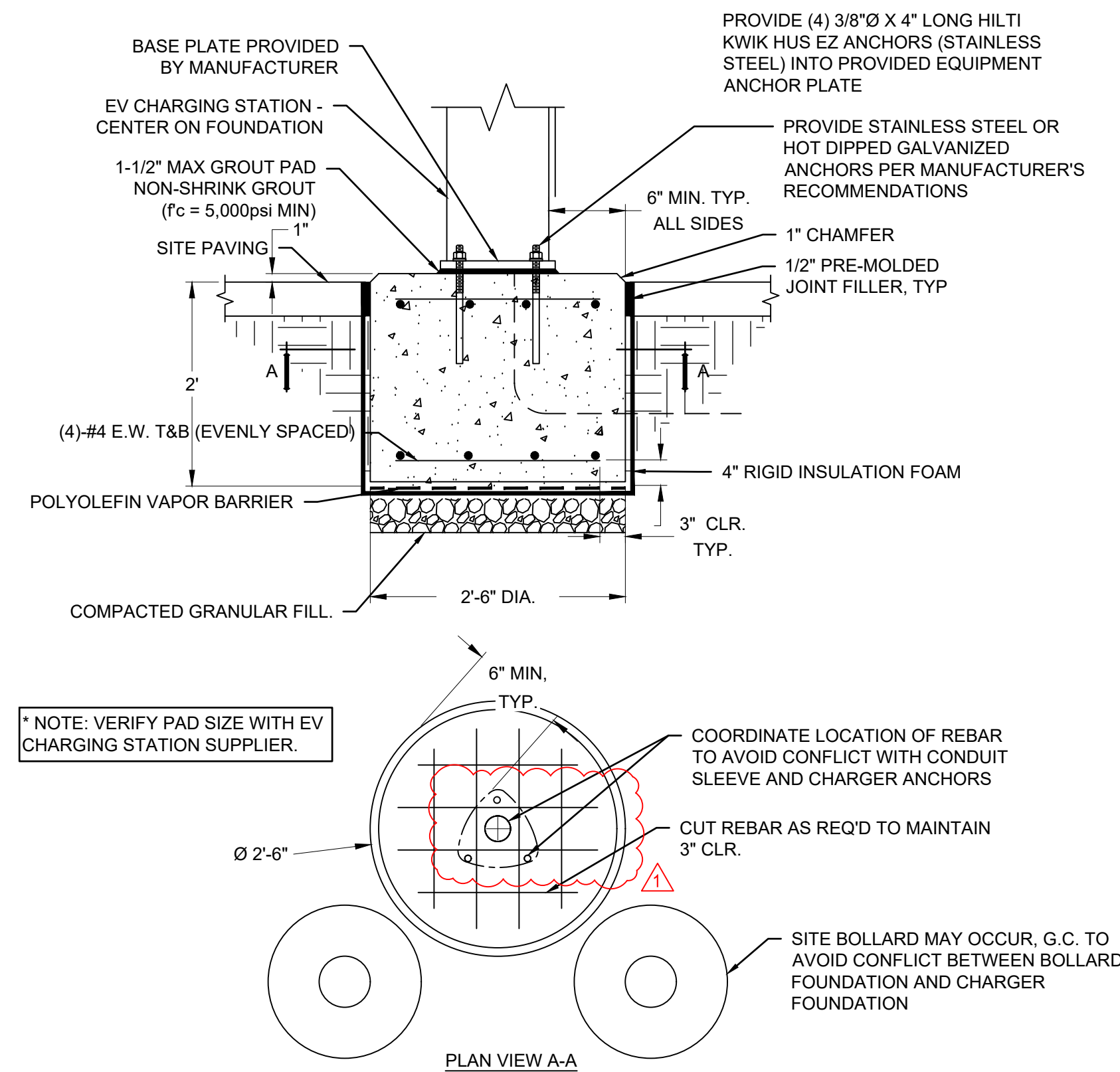
- NOTE:
- MATCH EXISTING GRADE TO FACILITATE EXISTING DRAINAGE PATTERN.

### 2 PAVEMENT RESTORATION SECTION



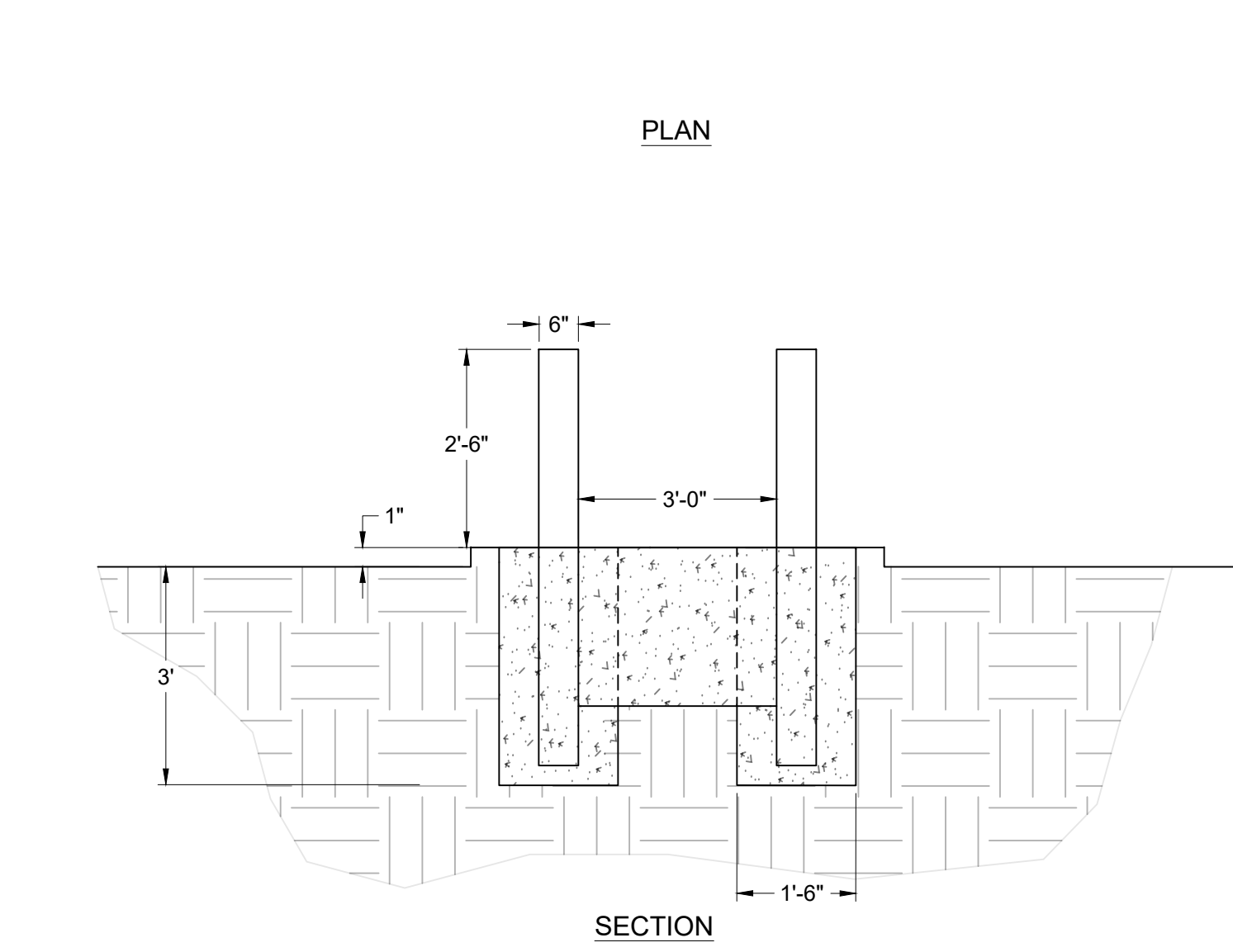
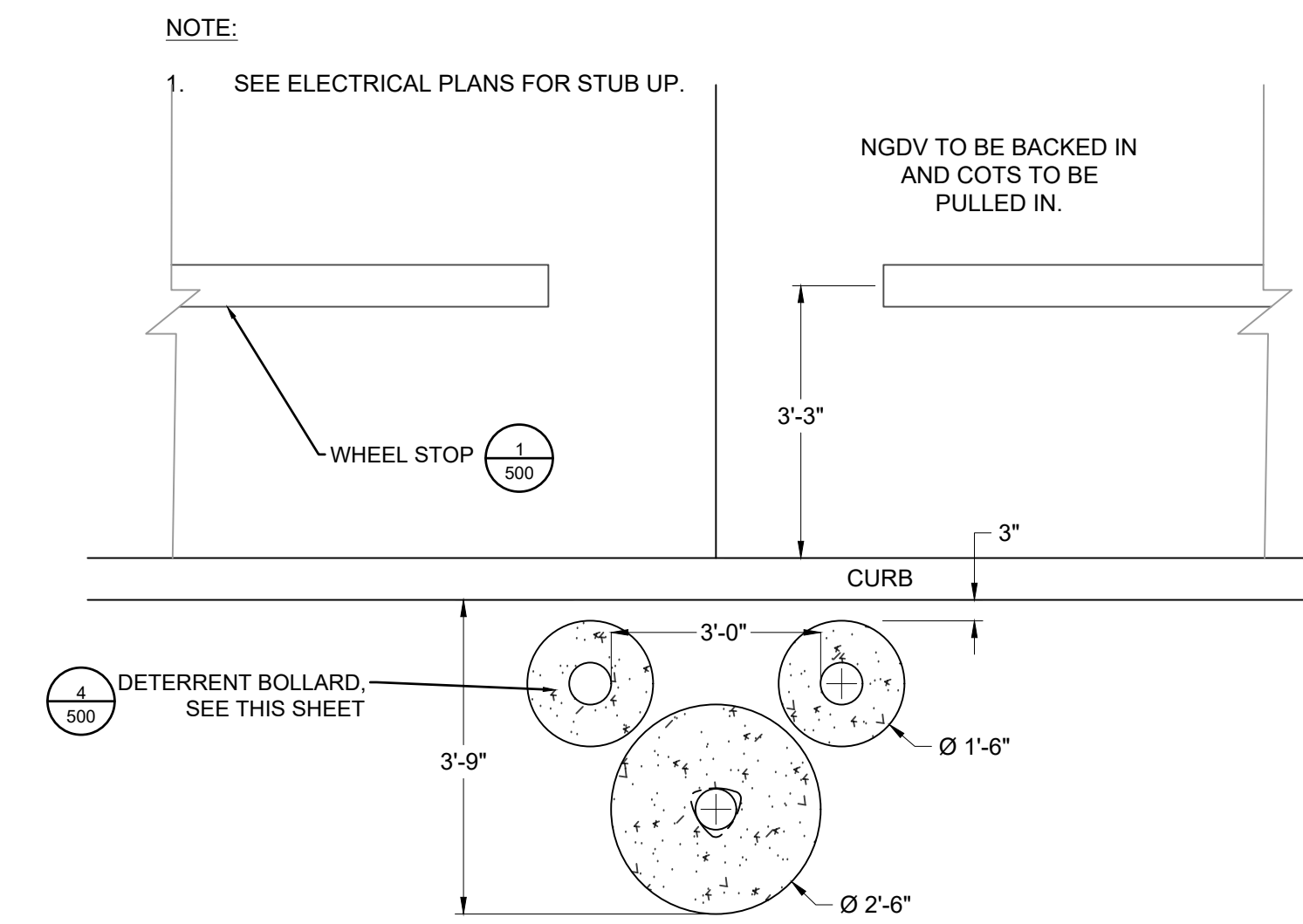
- NOTE:
- REDUCTION OF ONE OR MORE EXISTING PARKING SPOTS LIKELY TO OCCUR TO SUPPORT INSTALLATION OF EV CHARGING SPOTS.
  - COTS TO BE PULLED IN. NGDVS TO BE BACKED IN.
  - FRONT OF CHARGER TO FACE TOWARDS PARKING SPACES.

### 6 STANDARD NGDV PARKING DETAIL



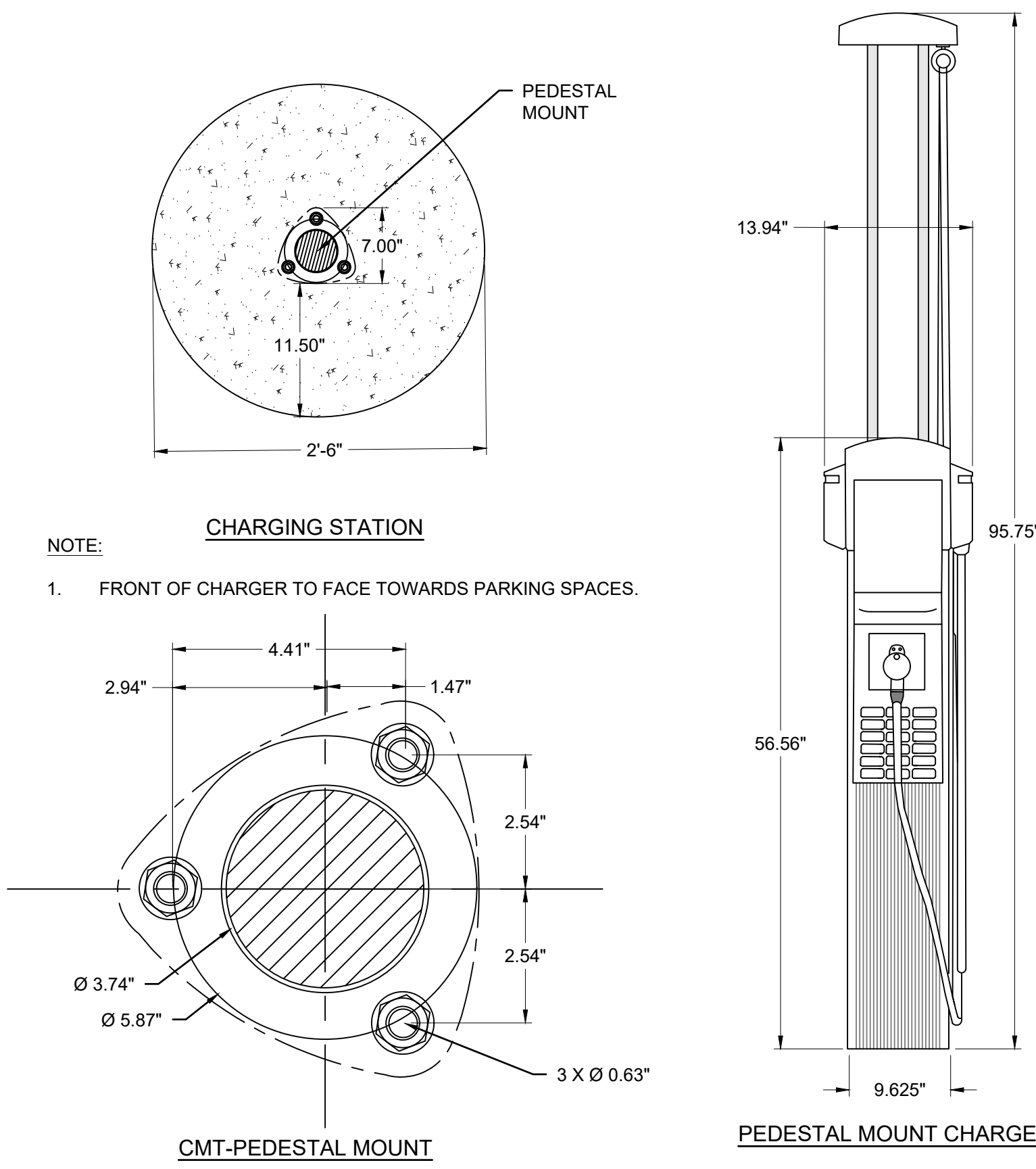
- FROST DESIGN NOTES:
- CONCRETE FOUNDATIONS SHOULD BEAR DIRECTLY ON A PROPERLY COMPACTED FREE-DRAINING GRANULAR FILL CONSISTING OF NO. 57 STONE OR AN APPROVED EQUIVALENT.
  - GRANULAR FILL SHOULD EXTEND VERTICALLY TO THE MINIMUM RECOMMENDED REGIONAL FROST DEPTH AND HORIZONTALLY 23RND FROM THE FOUNDATION PERIMETER (EXCLUDING SIDE OF PERIMETER ADJACENT TO CURB). GRANULAR FILL SHOULD BE PLACED IN 8 INCH LOOSE LIFTS AND COMPACTED WITH A VIBRATORY COMPACTOR. THE COMPACTION EQUIPMENT SHOULD BE OPERATED OVER THE FULL WIDTH OF THE FOUNDATION UNDERCUT AREA UNTIL VISIBLE DEFORMATION OF THE BACKFILL CEASES. LOCAL FROST DEPTH IS 30 INCHES. CONTRACTOR SHALL VERIFY LOCAL FROST DEPTH WITH AHJ PRIOR TO CONSTRUCTION.
  - GEOTEXTILE (FILTER FABRIC) SHOULD BE PLACED BETWEEN THE GRANULAR BACKFILL AND COHESIVE SOILS TO PRECLUDE THE INFILTRATION OF FINES. SPEC AS FOLLOWS:  
SEPARATION GEOTEXTILE: WOVEN GEOTEXTILE FABRIC, MANUFACTURED FOR SEPARATION APPLICATIONS, MADE FROM POLYOLEFINS OR POLYESTERS, WITH ELONGATION LESS THAN 50 PERCENT, COMPLYING WITH AASHTO M 288 AND THE FOLLOWING, MEASURED PER TEST METHODS REFERENCED:  
SURVIVABILITY: CLASS 2, AASHTO M 288  
GRAB TENSILE STRENGTH: 247 LBF (1100 N); ASTM D 4632  
SEWN SEAM STRENGTH: 222 LBF (990 N); ASTM D 4632  
TEAR STRENGTH: 90 LBF (400 N); ASTM D 4533  
PUNCTURE STRENGTH: 90 LBF (400 N); ASTM D 4533  
APPARENT OPENING SIZE: NO. 60 (0.250-MM) SIEVE, MAXIMUM; ASTM D 4751  
PERMITTIVITY: 0.02 PER SECOND, MINIMUM; ASTM D 4491  
UV STABILITY: 50 PERCENT AFTER 500 HOURS' EXPOSURE; ASTM D 4355.

### 9 CHARGING STATION FOUNDATION DETAIL

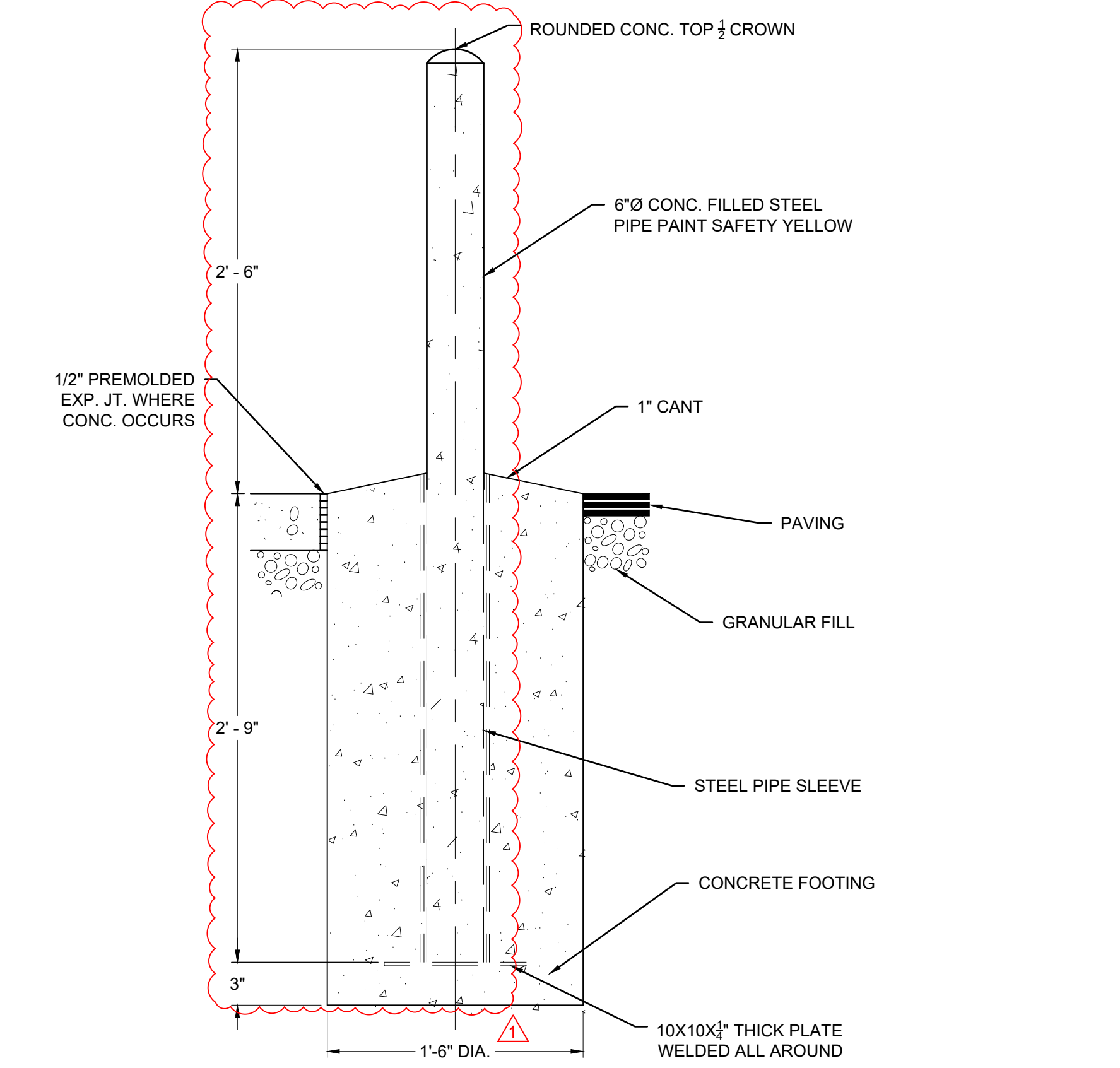


- NOTE:
- BOLLARD PROTECTION MAY NOT BE REQUIRED AT ALL FACILITIES. DETAIL IS DEPENDENT ON SITE CONDITIONS AND FINAL LAYOUT AT THE FACILITY.

### 3 EV CHARGING STATION BOLLARD PROTECTION

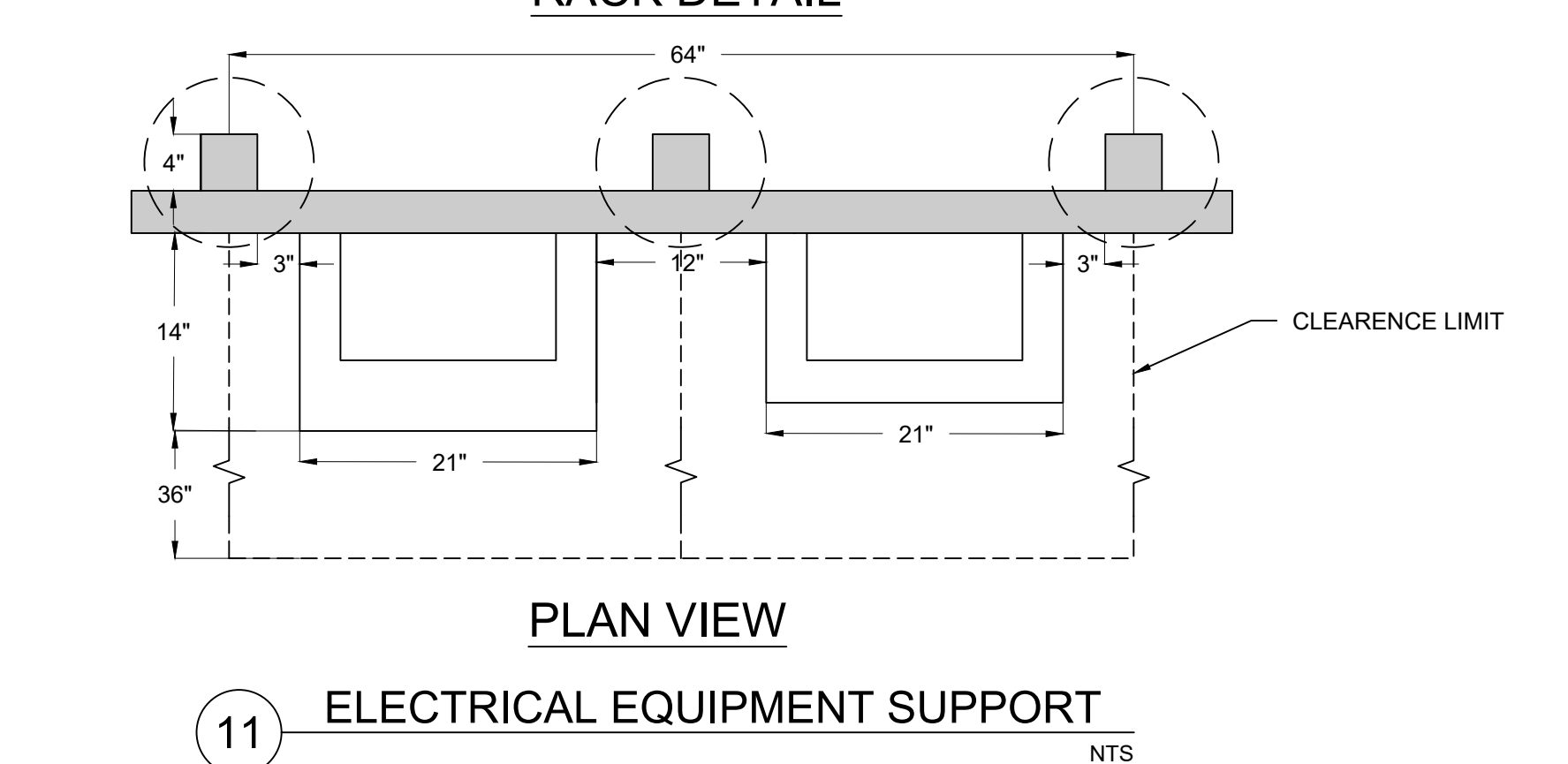
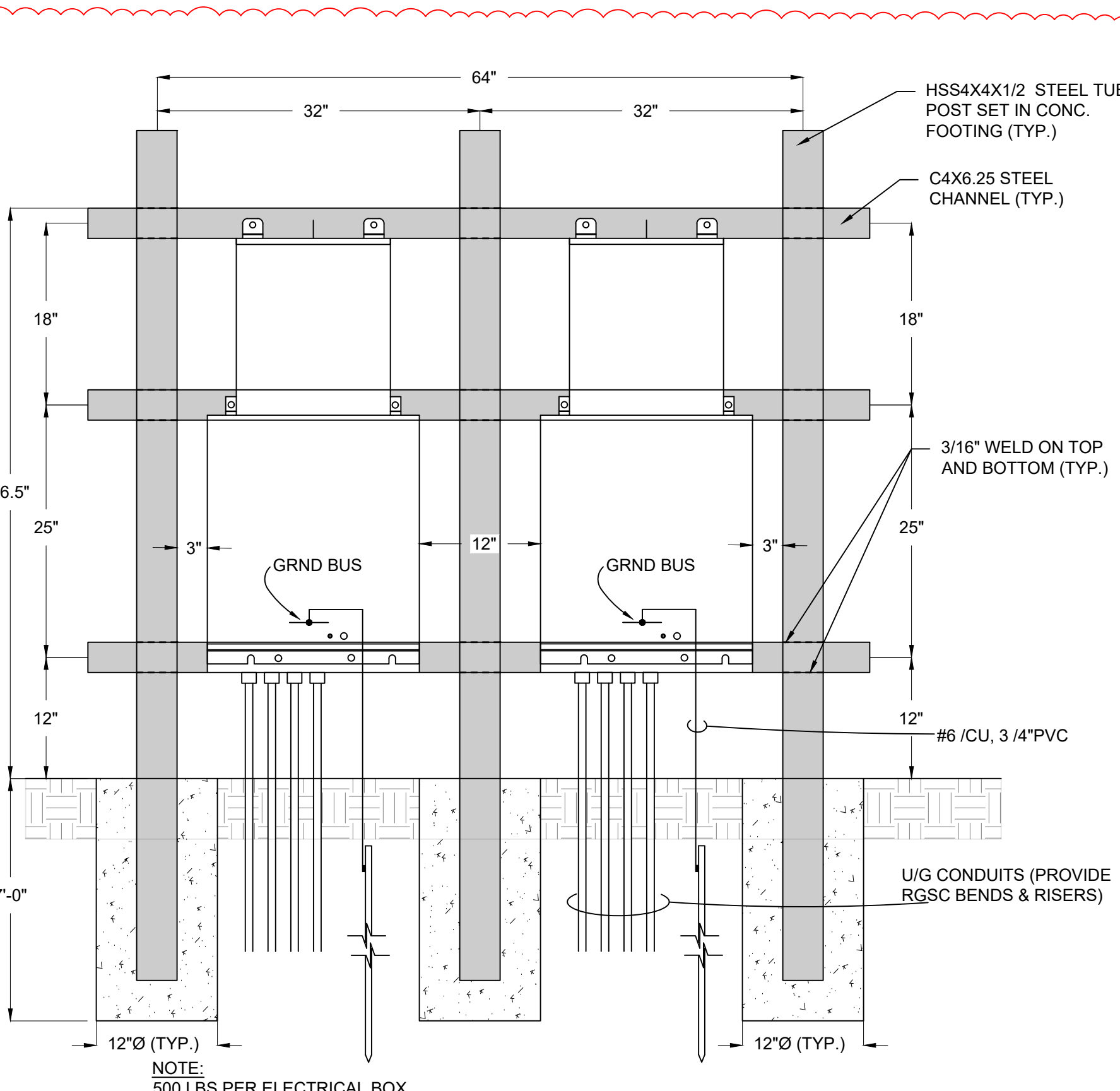


### 10 CHARGING STATION DETAIL

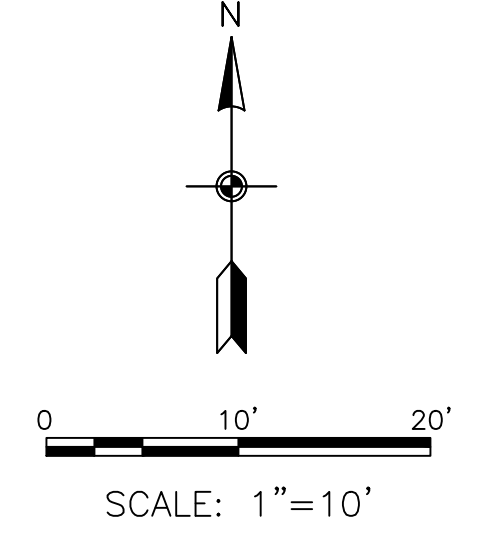
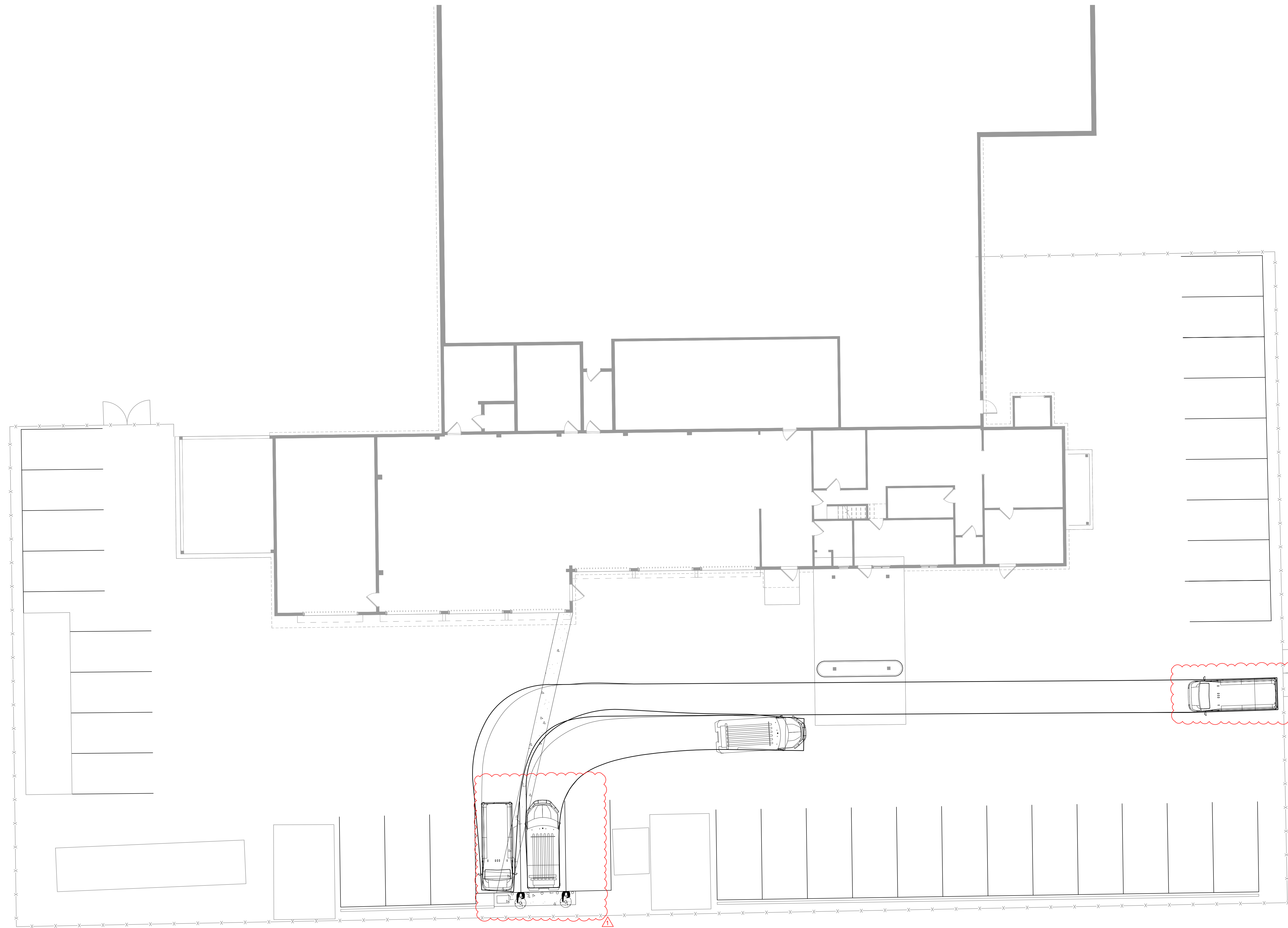


- NOTE:
- CONTRACTOR SHALL UTILIZE GALVANIZED COATED OR FULLY PAINT STEEL PIPE WITH AN EXTERIOR RUST INHIBITIVE PAINT PRIOR TO INSTALLATION AND TOUCH UP AFTER INSTALLATION SUCH AS SHERWIN-WILLIAMS MACROPROXY 646 FAST CURE (B58W610), IN ACCORDANCE WITH MANUFACTURER'S PREPARATION REQUIREMENTS. PROVIDE A YELLOW (BLUE FOR ADA) BOLLARD COVER SUCH AS A STREET SMART SOLUTIONS POST GUARD, DOME-TOP COVER BY US-POSTMAN.COM OR APPROVED EQUAL DETERRENT BOLLARD.
  - BOLLARD PROTECTION MAY NOT BE REQUIRED AT ALL FACILITIES. DETAIL IS DEPENDENT ON SITE CONDITIONS AND FINAL LAYOUT AT THE FACILITY.
  - INCREASE DEPTH OF EXTERIOR BOLLARDS AS REQUIRED BY LOCAL FROSTLINE.

### 4 TYP. SITE PIPE BOLLARD



### 11 ELECTRICAL EQUIPMENT SUPPORT



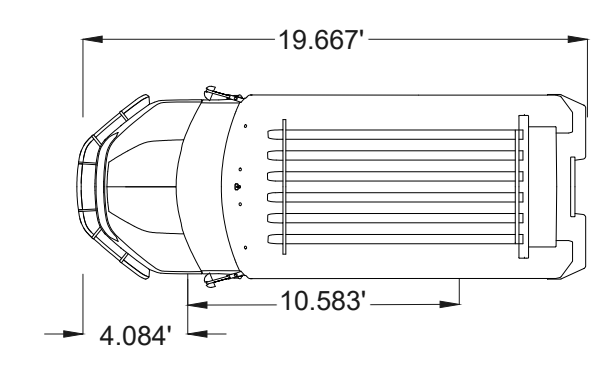
**LEGEND**

- EXISTING GRASS AREA
- EXISTING BUILDING
- EXISTING PAINT STRIPING
- EXISTING FENCE
- EXISTING GATE
- PROPOSED PAINT STRIPING
- PROPOSED PAVEMENT RESTORATION
- NGDV PATH
- COTS PATH

**NOTES:**

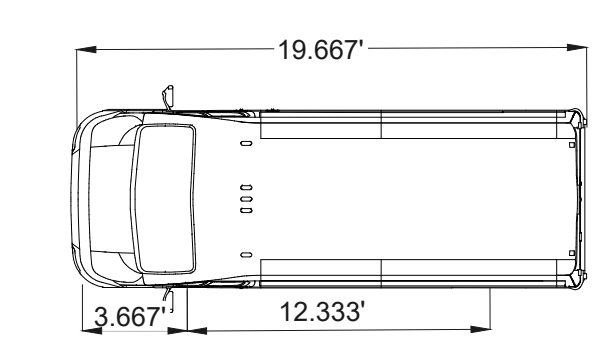
1. NO TITLE SEARCH OR PROPERTY BOUNDARY SURVEY WAS COMPLETED FOR THIS PROJECT. NO BOUNDARY LINES ARE DEPICTED ON THIS DATABASE.
2. A SUBSURFACE UTILITY INVESTIGATION HAS NOT BEEN PERFORMED BY WSP. WA 811 SHOULD BE CONTACTED PRIOR TO COMMENCING ANY EXCAVATION. (800-424-5555). STORM AND SEWER CONNECTIONS WERE EXCLUDED FROM THIS SCOPE OF SERVICE AND ARE NOT SHOWN HEREON.
3. COORDINATES SHOWN BASED ON PUBLICLY AVAILABLE DATA. CONTRACTOR TO ESTABLISH BEARINGS AND COORDINATES SHOWN HEREON. IF ANY, ARE BASED ON THE WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NORTH AMERICAN DATUM OF 1983.
4. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) (GEOID 12B).
5. NOT FOR CONSTRUCTION. FOR TRAFFIC FLOW SUPPORT ONLY.

**VEHICLE PROFILE**



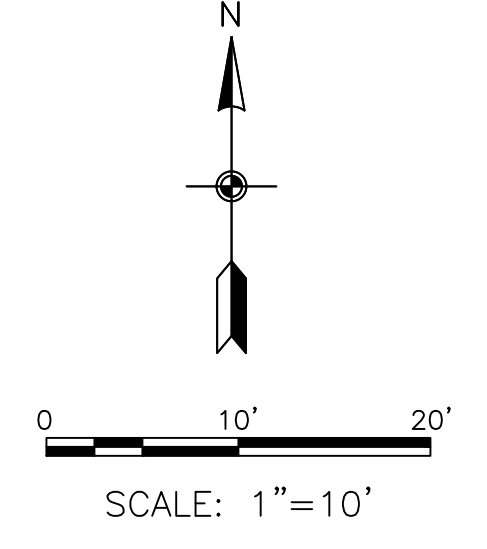
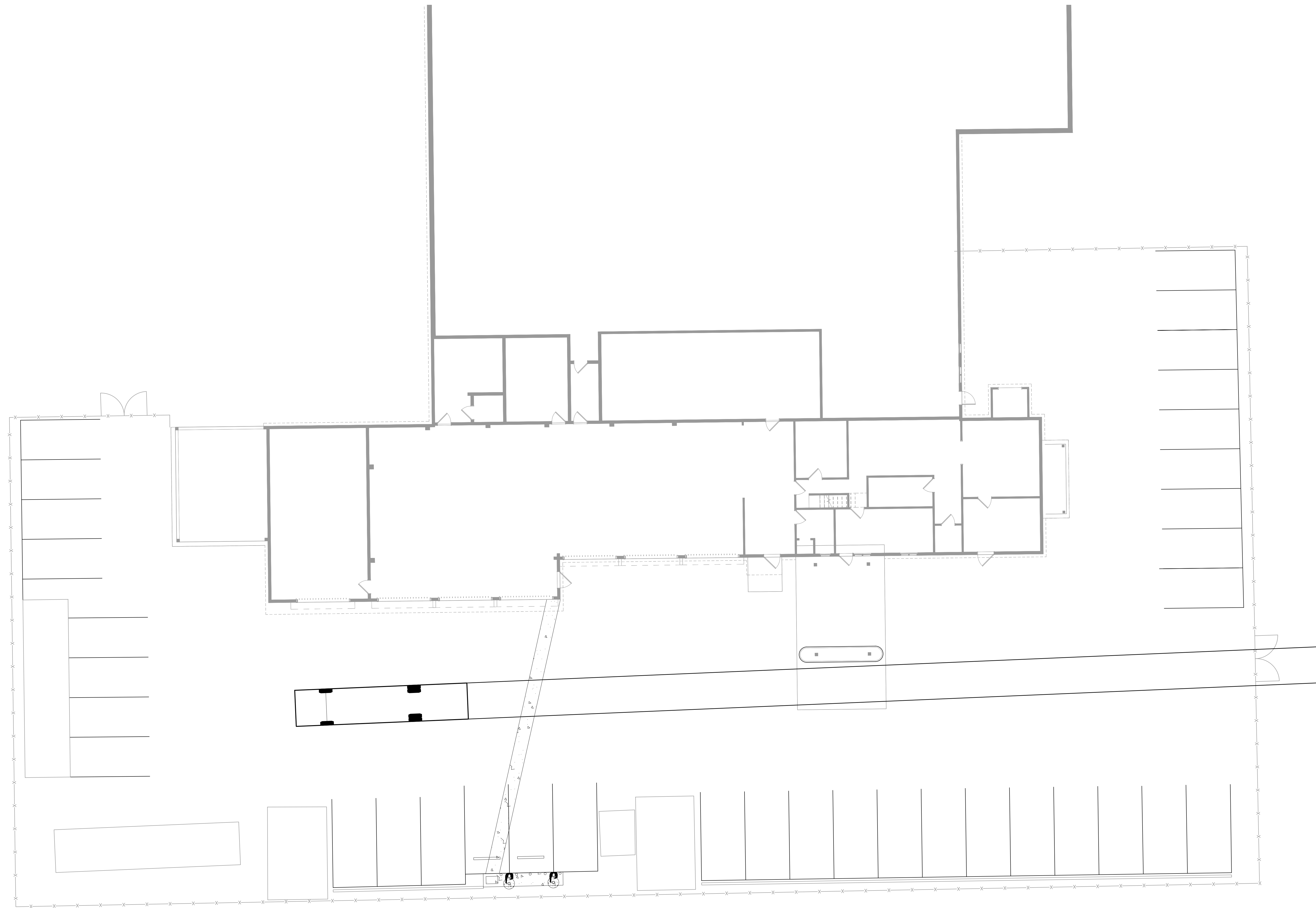
**NGDV**

OVERALL LENGTH	19.667 FT
OVERALL WIDTH	7.083 FT
OVERALL BODY HEIGHT	8.633 FT
CURB TO CURB TURNING RADIUS	22.000 FT



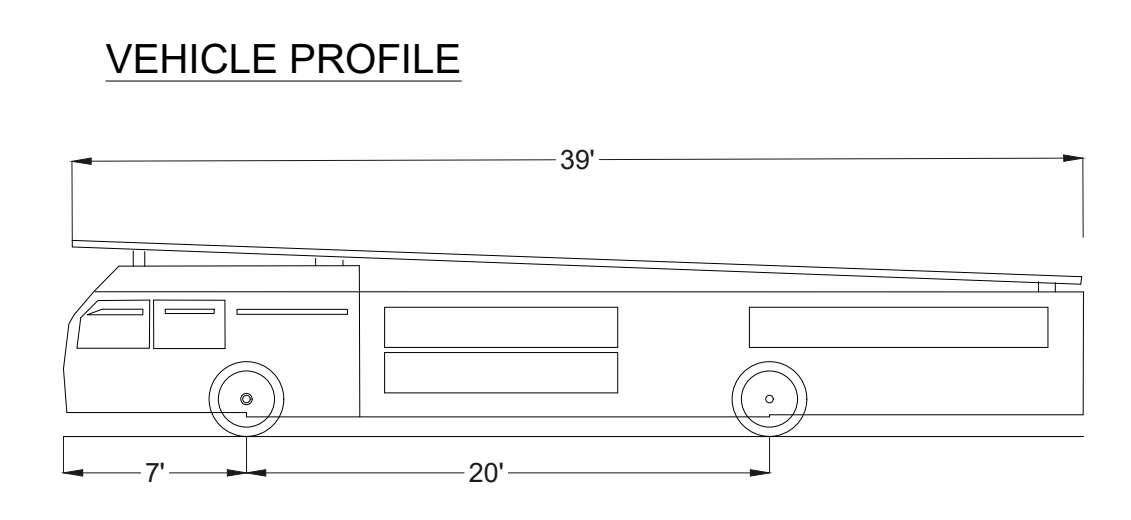
**COTS**

OVERALL LENGTH	19.667 FT
OVERALL WIDTH	6.833 FT
OVERALL BODY HEIGHT	8.500 FT
CURB TO CURB TURNING RADIUS	20.000 FT



- LEGEND**
- EXISTING GRASS AREA
  - EXISTING BUILDING
  - EXISTING PAINT STRIPING
  - EXISTING FENCE
  - EXISTING GATE
  - PROPOSED PAINT STRIPING
  - PROPOSED PAVEMENT RESTORATION
  - FIRE TRUCK PATH

- NOTES:**
1. NO TITLE SEARCH OR PROPERTY BOUNDARY SURVEY WAS COMPLETED FOR THIS PROJECT. NO BOUNDARY LINES ARE DEPICTED ON THIS DATABASE.
  2. A SUBSURFACE UTILITY INVESTIGATION HAS NOT BEEN PERFORMED BY WSP. WA 811 SHOULD BE CONTACTED PRIOR TO COMMENCING ANY EXCAVATION. (800-424-5555). STORM AND SEWER CONNECTIONS WERE EXCLUDED FROM THIS SCOPE OF SERVICE AND ARE NOT SHOWN HEREON.
  3. COORDINATES SHOWN BASED ON PUBLICLY AVAILABLE DATA. CONTRACTOR TO ESTABLISH BEARINGS AND COORDINATES SHOWN HEREON, IF ANY, ARE BASED ON THE WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NORTH AMERICAN DATUM OF 1983.
  4. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) (GEOID 12B).
  5. NOT FOR CONSTRUCTION. FOR TRAFFIC FLOW SUPPORT ONLY.



**AERIAL FIRE TRUCK**

OVERALL LENGTH	39.000 FT
OVERALL WIDTH	8.167 FT
OVERALL BODY HEIGHT	7.500 FT
MINIMUM BODY GROUND CLEARANCE	0.750 FT
TRACK WIDTH	8.167 FT
LOCK-TO-LOAD TIME	5.00 S
MAXIMUM WHEEL ANGLE	45.00°