



FLOOR PLAN - - LARGE
CENTRAL ISSUE FACILITY - (CIF)
DEFINITIVE DESIGN
 WIDE AISLE APPROACH - 2219 PALLET POSITIONS PROVIDED

- FUNCTIONAL / OPERATIONAL LAYOUT
- 15,001 - 22,000 TROOPS (BASIC CONFIGURATION)
- OPTIONAL CONFIGURATIONS - - TO 40,000 TROOPS
- STAFFING LEVEL - - 34 TO 40

ROOM & AREA TABULATION

ROOM NUMBER	DESCRIPTION	SMALL AREA
01	QUELING / ORIENTATION	5,870
02	PROPERTY BOOK OFFICER	170
03	CIF MANAGER	170
04	PROPERTY SECTION	595
05	CUSTOMER ASSISTANCE	208
06	SPECIAL ISSUE	920
07	ISSUE/TURN-IN AISLE	3,678
08	HVAC MEZZANINE	573
09	FEMALE TOILETS	290
10	MALE TOILETS	400
11	CASHIER	340
12	RECORDS HOLDING AREA	570
13	DX AREA	(INCL IN 22)
14	QUICK-FIX AREA	380
15	FITTING BOOTHS	120
16	WAREHOUSE SUPERVISOR	80
17	EMPLOYEE BREAK ROOM	500
18	SPECIAL MOS TURN-IN	880
19	FINAL OUT PROCESSING	180
20	BACK-UP STORAGE	(INCL IN 22)
21	EQUIPMENT VERIFICATION	489
22	WAREHOUSE AREA (INCL ISSUE/TURN-IN STATIONS AND DX)	38,443
23	CLASSIFICATION AREA	880
24	REPAIR AREA	880
25	MHE AREA/SHIPPING & RECEIVING	2,048
26	PRE-RECEPTION INSPECTION	578
27	EQUIPMENT CLEANING AREA	110
28	UTILITY	50
29	CORRIDOR CIRCULATION	710
30	FINAL OUT ASSEMBLY/WAITING AREA	785
31	ENTRY / EXIT VESTIBULES	430
32	SECURED RECORD STORAGE	120
33	COVERED WALKS/CANOPY	1,364 (2,728 S.F. X 50)
GROSS BUILDING AREA = 62,553 S.F.		

NOTE:
 * FINAL SIZING BASED UPON SITE SPECIFIC FINAL DESIGN REQUIREMENTS

SITE REQUIREMENTS (continued)

The CIF site shall be provided with improved access for commercial and military truck/trailer road equipment, material handling equipment, and mobile fire apparatus. If the CIF is to be integrated into a General Purpose Warehouse, as is one of the available configurations, it can be assumed that the improved access described above will be available nearby, if not actually contiguous. Dual usage of the access areas would provide some overall economy in the project. The site shall accommodate access and docking maneuvers by truck/trailer road equipment and the access maneuvering and parking of privately-owned vehicles (POV) as well as other organizational vehicles (OV). Either for the stand alone facility or the CIF/GP Warehouse Facility, the pattern for movement and parking of vehicles will require further consideration during the final design process.

Parking shall be sized for the facility based upon the suggested layout of the Definitive Design; the Architectural and Engineering Instructions, upon staffing levels set forth in the Definitive Design; and as otherwise dictated by the requirements of the individual base. This will include a need for privately-owned vehicles (POV), organization vehicles (OV), and courier-type vehicles. The parking depicted in the definitive site plans reflect a 1:1 ratio of POV parking for a large CIF. Also to be provided will be an appropriate number of spaces for physically disabled personnel who may be assigned to the Facility. Pedestrian access shall be provided to the building from the designated parking spaces and frontage road. Fencing of the loading dock and the outside storage yard area of the Facility may be required depending on the specific security requirements of the particular base. The truck/trailer and loading dock areas should be kept separated from passenger vehicle areas and corresponding access ways.

Utility services normally required at the site will be water, sanitary sewer, electrical, telephone, and natural gas, where available. Storm drainage shall be accommodated based upon site specific requirements.

Areas located adjacent to frontage roads shall be provided with some form of lawn or other suitable landscaping. In conjunction with this, there should be provided an outdoor lunch and break area to enhance the quality of life for the employees of the facility. The balance of the site at the sides and rear of the warehouse area may be surfaced with a suitable low maintenance/low cost gravel or lawn, if consistent with base policy.

Exterior lighting shall be provided for security, safety, and convenience purposes. All lighting shall be in accordance with the Architectural and Engineering Instructions, and as may be further amplified to meet site specific requirements.

When adapting the Central Issue Facility definitive design to a specific location, it is required that the process outlined in the Security Engineering Manual of the Omaha District Protective Design Mandatory Center of Expertise (PD-MCX) be used to determine all protective measures required for security. The Security Engineering Manual may be obtained by contacting the Omaha District Corps of Engineers, Attention: CEMRO-ED-ST.

The Central Issue Facility shall be provided with a system of clearly visible and easily identifiable signage and building graphics enabling rapid identification. The signage shall be readily visible at the frontage road and also at the building. Incorporation of a color coding system is highly recommended if consistent with the base signage and identification guidelines. Building identification shall also be visible at night.

REVISIONS			
SYMBOL	DATE	DESCRIPTION	BY



ORB ORGANIZATION
 U.S. ARMY
 ENGINEER DISTRICT, SEATTLE
 CORPS OF ENGINEERS
 SEATTLE, WASHINGTON

Department of the Army
 Facility Standardization Program
CENTRAL ISSUE FACILITY
DEFINITIVE DESIGN
 US Army Troop Support Agency

PROJECT NO. BAC67-80-C-0084
 FILE NO. 41-11-91
 DATE: OCT 30, 1991
 SHEET 3 OF 13

TSA