

# volta

## STOP & SHOP #2545 - ORANGEBURG COMMONS PHASE 1

1 STEVENS WAY  
ORANGEBURG, NY 10962  
TOWN OF ORANGETOWN  
PARCEL ID: 74.15-1-21

# volta

155 DE HARO STREET  
SAN FRANCISCO, CA 94103

# Kimley»Horn

New York  
© 2022 KIMLEY-HORN ENGINEERING AND  
LANDSCAPE ARCHITECTURE OF NEW YORK  
1 N LEXINGTON AVE, SUITE 505  
WHITE PLAINS, NY 10601  
PHONE: 914.368.0200  
WWW.KIMLEY-HORN.COM

ITEM	TASK	YES	NO	N/A
1	CONTACT 811 UTILITY PRIOR TO EXCAVATION WORK.			
2	NOTIFY VOLTA & KIMLEY-HORN OF ANY DISCREPANCIES W/ PLANS OR POTENTIAL CONFLICTS.			
3	VERIFY ALL FIELD CONDITIONS PRIOR TO START OF CONSTRUCTION IN ACCORDANCE WITH THESE PLANS.			
4	INSTALL WORK AREA PROTECTION MEASURES.			
5	FIELD LOCATE EXISTING UTILITIES AND CROSSINGS & VERIFY NO CONFLICTS W/PROPOSED INFRASTRUCTURE.			
6	FIELD VERIFY ALL STALL DIMENSIONS AND EQUIPMENT LOCATIONS.			
7	CONFIRM ALL ADA AND LOCAL REQUIREMENTS ARE MET.			
8	ESTABLISH TEMPORARY CONSTRUCTION ACCESS(ES).			
9	IMPLEMENT AND MAINTAIN EPSC CONTROL MEASURES PER LOCAL REQUIREMENTS.			
10	LOCATE VERTICAL AND HORIZONTAL UTILITIES PRIOR TO BORING.			
11	PROVIDE PROPOSED LIMITS OF ASPHALT OVERLAY SKETCH TO KIMLEY-HORN & VOLTA (IF NEEDED).			
12	SEED & STABILIZE ALL DISTURBED AREAS AFTER FINAL GRADING.			

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE BUILDING/ DWELLING, STRUCTURAL, PLUMBING, MECHANICAL, ELECTRICAL, AND FIRE/LIFE SAFETY CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUCTED TO PERMIT WORK NOT CONFORMING TO THE LOCAL GOVERNING AUTHORITIES CODES.

### VOLTA PROPOSES:

- 2 ELECTRIC VEHICLE (EV) CHARGING STATION FIXTURES TO BE LOCATED IN EXISTING CURBED ISLAND AREAS THAT ARE ADJACENT TO ON-SITE PARKING SPACES AND PART OF AN EXISTING STOP & SHOP GROCERY STORE AT THE PROPERTY. THE EV FIXTURES ARE CUSTOMARY ACCESSORY AND INCIDENTAL TO THE EXISTING COMMERCIAL USE AND SOLELY FOR THE BENEFIT OF CUSTOMERS VISITING THE STORE. THE FIXTURES ARE LOCATED TO PROVIDE PRIORITY PARKING FOR PATRONS WITH EVS AND DISPLAY VISIBILITY ALONG THE INTERIOR CIRCULATION AISLE FOR SHOPPERS. THERE ARE NO PROPOSED CHANGES TO THE PARKING SPACES OR ANY OF THE EXISTING TRAFFIC CIRCULATION AT THE PROPERTY.

### APPLICANT:

KIMLEY-HORN ENGINEERING AND  
LANDSCAPE ARCHITECTURE OF NEW YORK, P.C.  
1 N LEXINGTON AVE, SUITE 505  
WHITE PLAINS, NY 10601  
CONTACT: DEAN APOSTOLERIS  
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### VOLTA REPRESENTATIVE:

VOLTA  
155 DE HARO STREET  
SAN FRANCISCO, CA 94103  
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PHONE: (917) 903-8066  
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### PROGRAM MANAGER:

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### CIVIL ENGINEER:

KIMLEY-HORN ENGINEERING AND  
LANDSCAPE ARCHITECTURE OF NEW YORK, P.C.  
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### ELECTRICAL ENGINEER:

KIMLEY-HORN ENGINEERING AND  
LANDSCAPE ARCHITECTURE OF NEW YORK, P.C.  
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REV	DATE	DESCRIPTION	BY
1	05/11/2022	CD100s	JZS
2	08/25/2022	CD100s	PEP

ISSUE DATE

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**STOP & SHOP #2545-  
ORANGEBURG  
COMMONS PHASE 1**

**1 STEVENS WAY  
ORANGEBURG, NY 10962**

SHEET TITLE

**COVER SHEET**

SHEET NUMBER

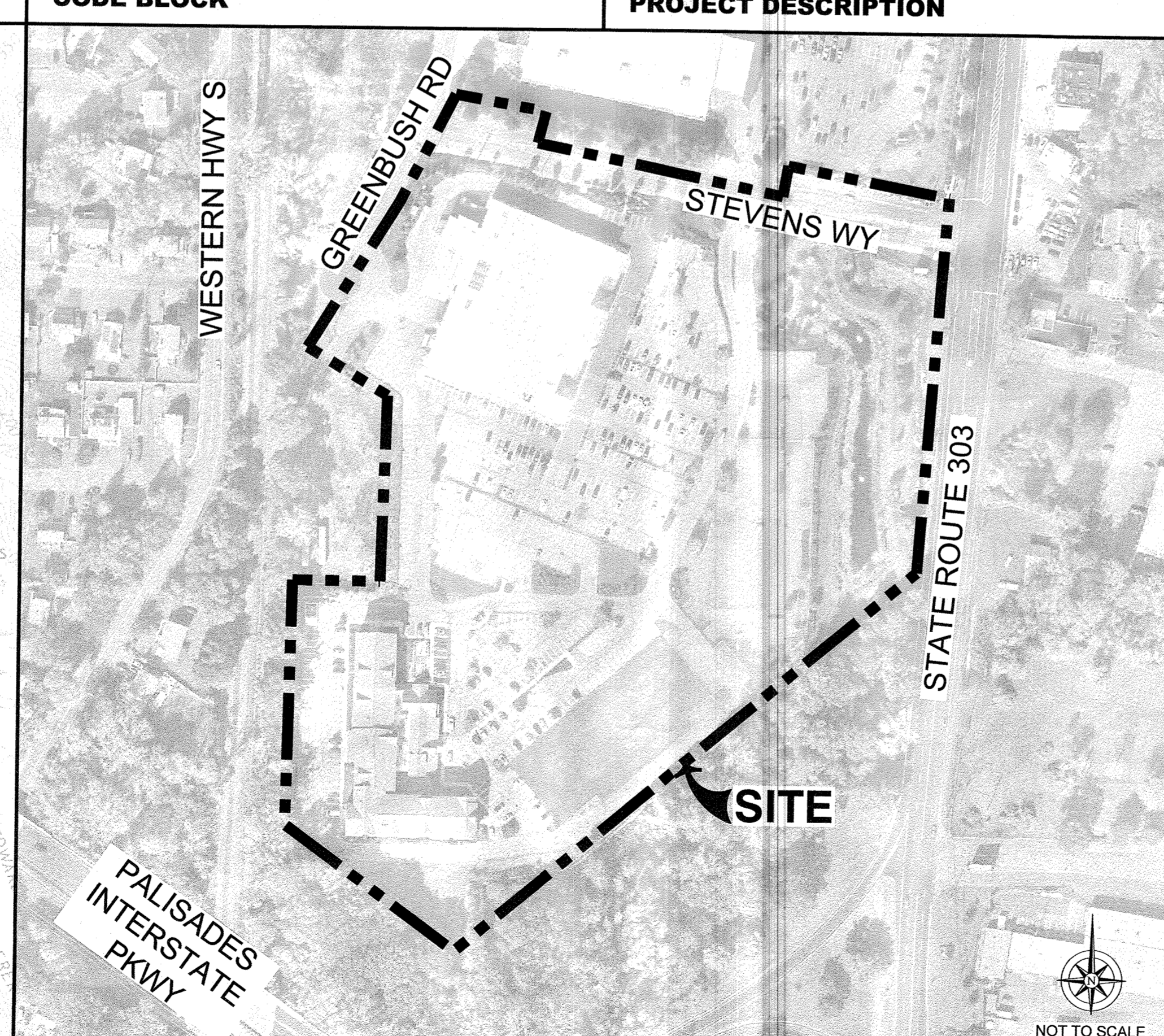
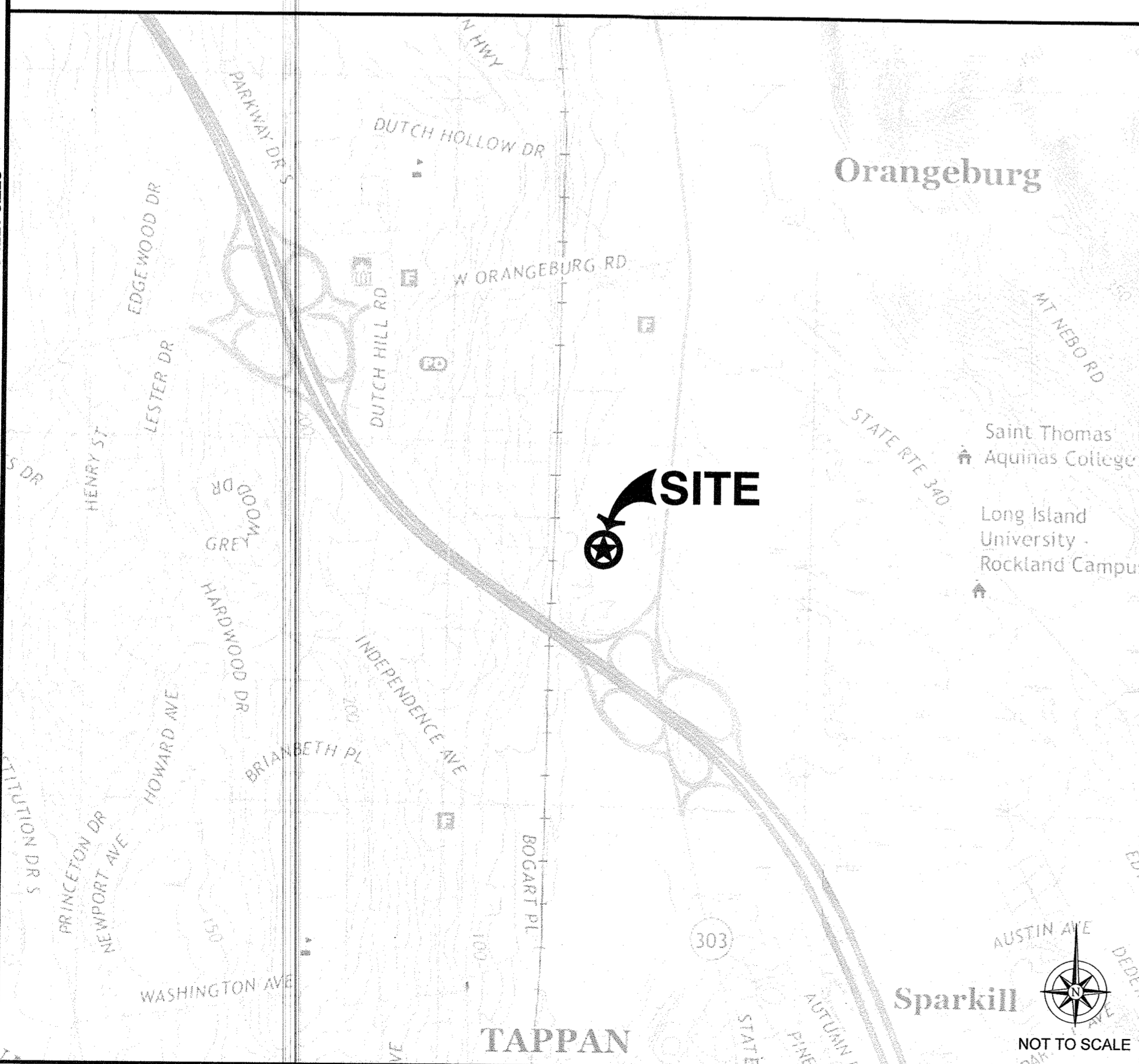
**C0-00**

### CONTRACTOR VERIFICATION CHECKLIST

### CODE BLOCK

### PROJECT DESCRIPTION

### PROJECT TEAM



### SHEET NUMBER

### SHEET TITLE

C0-00	COVER SHEET
C0-01	GENERAL NOTES
C0-02	VOLTA STATION OVERVIEW
C1-00	OVERALL SITE PLAN
C2-00	ENLARGED SITE PLAN
C3-00	SITE DETAILS
C3-01	SITE DETAILS
C3-02	SITE DETAILS
C3-03	SITE DETAILS
E1-00	ELECTRICAL ONE LINE DIAGRAM & PANEL SCHEDULE
E2-00	ELECTRICAL NOTES & DETAILS

### SHEET INDEX



**DIG ALERT**

CONTRACTOR SHALL VERIFY ALL PLANS & EXISTING LOCATIONS, CONDITIONS ON THE JOB SITE & SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.

Know what's BELOW.  
CALL before you dig.

CALL AT LEAST TWO WORKING  
DAYS BEFORE YOU DIG

**CALL BEFORE YOU DIG**

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

9-15-22 ACAB012

**GENERAL NOTES:**

- VOLTA WILL PROVIDE AN INSTALLATION GUIDE AND OTHER SUPPORTING DOCUMENTS AT TIME OF CONSTRUCTION.
- ALL EXISTING CONDITIONS SHOWN ARE APPROXIMATE. EXISTING UTILITY LOCATIONS AND CROSSINGS ARE TO BE LOCATED IN THE FIELD. CONTRACTOR IS TO CONTACT 811 UTILITY PRIOR TO BEGINNING ANY EXCAVATION WORK.
- ALL PAVEMENT, LANDSCAPING, UTILITIES, AND OWNER PROPERTY THAT IS DAMAGED OR AFFECTED BY CONSTRUCTION SHALL BE RETURNED TO EXISTING CONDITIONS OR BETTER AT THE CONTRACTOR'S EXPENSE.
- PROPOSED PAVEMENT STRIPING SHALL LINE UP WITH EXISTING STRIPING WHEREVER POSSIBLE. ADDITIONAL PAVEMENT STRIPE IS NOT NECESSARILY PARALLEL TO THE CONSTRUCTED CHARGING ISLAND.
- THIS ACCESSIBILITY REVIEW WAS UNDERTAKEN TO IDENTIFY DESIGN FEATURES OF THE PROJECT THAT MAY BE CONSIDERED BY GOVERNMENTAL AGENCIES OR DEPARTMENTS, OR NON-GOVERNMENTAL GROUPS TO BE NON-COMPLIANT WITH THE AMERICANS WITH DISABILITIES ACT OF 1990, REVISED 2010 ADA REGULATIONS AND STANDARDS. THE AMERICANS WITH DISABILITIES ACT OF 1990 IS A FEDERAL CIVIL RIGHTS LAW, THERE IS NO FEDERAL REVIEW PROCESS TO ENSURE FULL COMPLIANCE WITH THE GUIDELINES, EXCEPT THROUGH THE FEDERAL COURT SYSTEM. THE DEPICTIONS, NOTES, AND RECOMMENDATIONS, EXPRESSED ON THIS PLAN ARE BASED ON PROFESSIONAL JUDGEMENT GAINED FROM PAST EXPERIENCE WITH ACCESSIBILITY LAWS, CODES, AND STANDARDS AND THE WORKING INVOLVEMENT TO DEVELOP ACCESSIBILITY STANDARDS THAT WILL MEET OR EXCEED THE APPLICABLE FEDERAL GUIDELINES. ACCORDINGLY, NO CLAIMS OR WARRANTIES, EXPRESSED OR IMPLIED, ARE MADE THAT IN PREPARING THIS PLAN AND PROPOSING RECOMMENDATIONS, THAT ALL POSSIBLE BARRIERS TO ALL PEOPLE HAVE BEEN IDENTIFIED.
- CONTRACTOR SHALL ACHIEVE A MINIMUM OF 1% BUT NO MORE THAN A 2% SLOPE IN ANY DIRECTION WITHIN ADJACENT ACCESSIBLE SPACE AND BLEND ASPHALT OVERLAY TO EXISTING GRADES AS REQUIRED. CONTRACTOR SHALL PROVIDE A SKETCH TO VOLTA OF PROPOSED LIMITS OF ASPHALT OVERLAY TO ACHIEVE THIS REQUIREMENT PRIOR TO BEGINNING PAVEMENT WORK.
- ACCESSIBLE EV STALLS WERE DESIGNED BASED ON EXISTING CONDITIONS AND WITHOUT THE BENEFIT OF SURVEY DATA. ALL ADA AND LOCAL REQUIREMENTS INCLUDING BUT NOT LIMITED TO SLOPE AND SPACING SHALL BE CONFIRMED BY THE CONTRACTOR AND MET AT THE TIME OF CONSTRUCTION.
- CONTRACTOR TO NOTIFY THE ENGINEER OF ANY DISCREPANCIES IN ACCESSIBILITY PRIOR TO CONSTRUCTION.
- UNDER NO CIRCUMSTANCE IS THE CONTRACTOR TO DISRUPT ANY OPERATIONS AT THE SITE HOST LOCATION, INCLUDING BUT NOT LIMITED TO CUSTOMER DISRUPTION, UTILITIES, AND INFRASTRUCTURE. CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT WORK AREAS WITH CONES AND/OR BARRICADES AT ALL TIMES.

**EROSION CONTROL & GRADING NOTES:**

- ADDITIONAL EROSION CONTROL DEVICES TO BE USED AS REQUIRED BY LOCAL INSPECTOR.
- DISTURBED AREAS LEFT IDLE FOR FIVE DAYS, AND NOT TO FINAL GRADE, WILL BE ESTABLISHED TO TEMPORARY VEGETATION. MULCH, TEMPORARY VEGETATION OR PERMANENT VEGETATION SHALL BE COMPLETED ON ALL EXPOSED AREAS WITHIN 14 DAYS AFTER DISTURBANCE. ALL AREAS TO FINAL GRADE WILL BE ESTABLISHED TO PERMANENT VEGETATION UPON COMPLETION.
- WHEN HAND PLANTING, MULCH (HAY OR STRAW) SHOULD BE UNIFORMLY SPREAD OVER SEEDED AREA WITHIN 24 HOURS OF SEEDING. IF UNABLE TO ACCOMPLISH, MULCH SHALL BE USED AS A TEMPORARY COVER. CONCENTRATED FLOW AREAS AND ALL SLOPES STEEPER THAN 2.5:1 AND WITH A HEIGHT OF TEN FEET OR GREATER (DOES NOT APPLY TO RETAINING WALLS), AND CUTS AND FILLS WITHIN BUFFERS, SHALL BE STABILIZED WITH THE APPROPRIATE EROSION CONTROL MATTING OR BLANKETS.
- THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND-DISTURBING ACTIVITIES.
- EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION CONTROL AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.
- SEED ALL DISTURBED AREAS UNLESS OTHERWISE NOTED AS PART OF THIS CONTRACT.
- THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT RESULT FROM THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY UNDERGROUND UTILITIES TO REMAIN. THE CONTRACTOR IS TO NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES AND/OR CONFLICTS WITH EXISTING OR PROPOSED UTILITIES PRIOR TO PROCEEDING.
- STOCKPILED TOPSOIL OR FILL MATERIAL IS TO BE TREATED SO THE SEDIMENT RUN-OFF WILL NOT CONTAMINATE SURROUNDING AREAS OR ENTER NEARBY STREAMS. STOCK PILE LOCATIONS SHALL BE COORDINATED WITH THE ENGINEER PRIOR TO GRADING ACTIVITIES. EROSION & SEDIMENT CONTROL PRACTICE SHALL BE INSTALLED PRIOR TO STOCKPILE OPERATIONS.
- CONSTRUCT SILT BARRIERS BEFORE BEGINNING GRADING OPERATIONS.
- MULCH AND SEED ALL DISTURBED AREAS AS SOON AS POSSIBLE AFTER FINAL GRADING IS COMPLETED (WITHIN 15 DAYS OF ACHIEVED FINAL GRADES) UNLESS OTHERWISE INDICATED. CONTRACTOR SHALL TAKE WHATEVER MEANS NECESSARY TO ESTABLISH PERMANENT SOIL STABILIZATION. STEEP SLOPES (GREATER THAN 3:1) SHALL BE STABILIZED WITHIN 7 DAYS OF FINAL GRADING.
- PROVIDE TEMPORARY CONSTRUCTION ACCESS(ES) AT THE POINT(S) WHERE CONSTRUCTION VEHICLES EXIT THE CONSTRUCTION AREA. MAINTAIN PUBLIC ROADWAYS FREE OF TRACKED MUD AND DIRT.
- DO NOT DISTURB VEGETATION OR REMOVE TREES EXCEPT WHEN NECESSARY FOR GRADING PURPOSES.
- SEQUENCE OF CONSTRUCTION INCLUDED ABOVE IS A GENERAL OVERVIEW, AND IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS INCLUDED IN THESE PLANS. THE CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION IF ANY ADDITIONAL DETAIL IS NECESSARY. CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE AHJ REQUIREMENTS.

**ADA COMPLIANCE:**

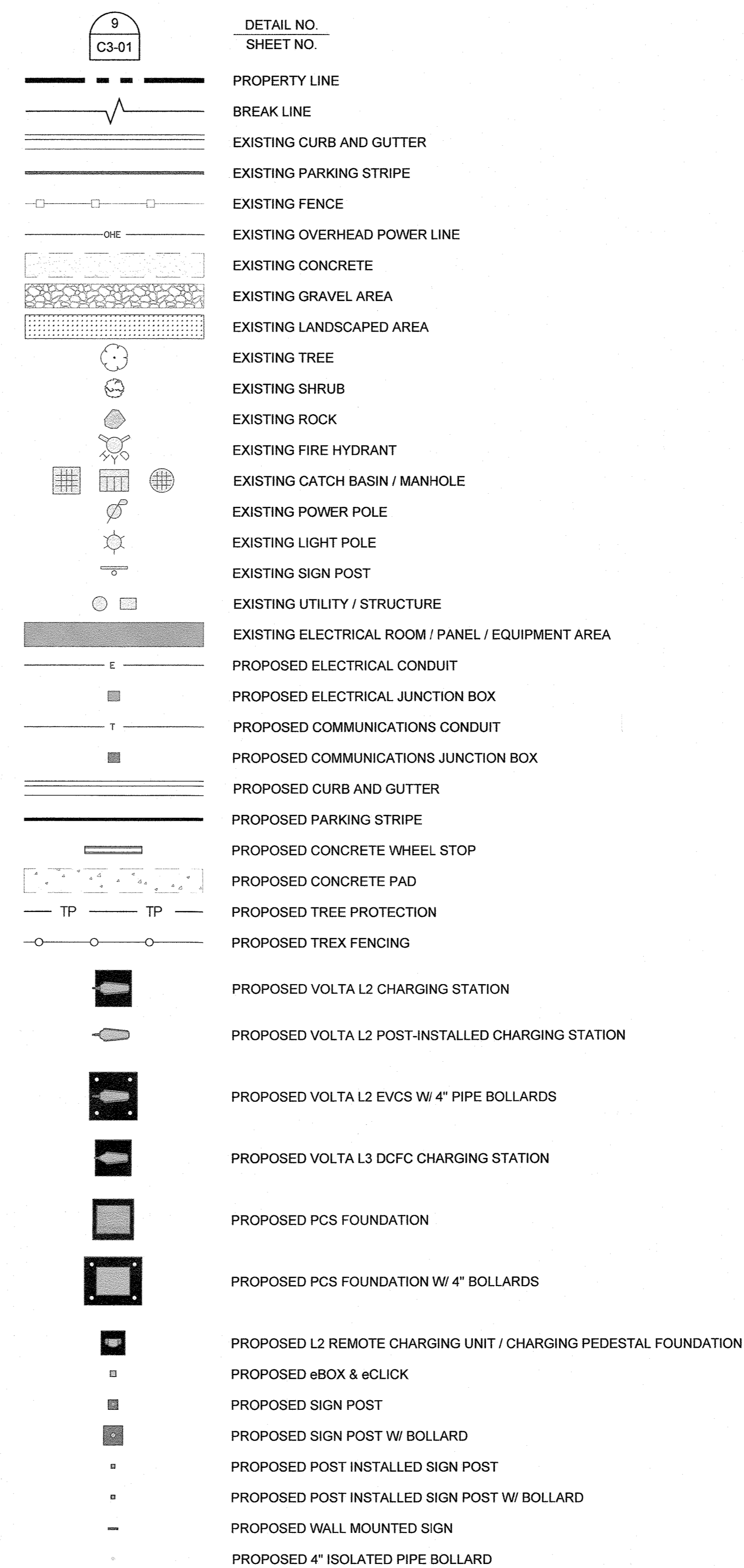
- CURB RAMPS ALONG PUBLIC STREETS AND IN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BASED ON THE CITY STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS.
- PRIVATE CURB RAMPS ON THE SITE (I.E. OUTSIDE PUBLIC STREET RIGHT-OF-WAY) SHALL CONFORM TO ADA STANDARDS AND SHALL HAVE A DETECTABLE WARNING SURFACE THAT IS FULL WIDTH AND FULL DEPTH OF THE CURB RAMP, NOT INCLUDING FLARES.
- ALL ACCESSIBLE ROUTES, GENERAL SITE AND BUILDING ELEMENTS, RAMPS, CURB RAMPS, STRIPING, AND PAVEMENT MARKINGS SHALL CONFORM TO ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
- BEFORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY THAT SUITABLE ACCESSIBLE PEDESTRIAN ROUTES (PER ADA AND FHA) EXIST TO AND FROM EVERY DOOR AND ALONG SIDEWALKS, ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ACCESSIBLE ROUTES. IN NO CASE SHALL AN ACCESSIBLE RAMP SLOPE EXCEED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK CROSS SLOPE EXCEED 2.0 PERCENT. IN NO CASE SHALL LONGITUDINAL SIDEWALK SLOPE EXCEED 5.0 PERCENT. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0 PERCENT SLOPE IN ANY DIRECTION.
- CONTRACTOR SHALL TAKE FIELD SLOPE MEASUREMENTS ON FINISHED SUBGRADE AND FORM BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY THAT ADA SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.

**SITE NOTES:**

- HORIZONTAL DIRECTIONAL DRILLING (HDD) OR OTHER TRENCHLESS METHODS AS APPROVED BY SITE HOST ARE THE PREFERRED METHOD TO INSTALL CONDUIT BENEATH EXISTING PARKING LOTS AND PAVED AREAS.
  - CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF TWO AND ONE-HALF FEET (2.5') OR BELOW THE FREEZE LINE, WHICHEVER IS DEEPER. CONDUIT TYPE AND DESIGN TO BE SPECIFIED BY EV CHARGING STATION VENDOR AND MEET ALL LOCAL REQUIREMENTS. CONDUIT DIAMETER SHALL BE NO LARGER THAN TWO (2) INCHES.
  - THE RECEIVING PIT SHALL BE LOCATED AS CLOSE AS REASONABLY POSSIBLE TO THE PROPOSED WALL PENETRATION TO LIMIT THE LENGTH OF BUILDING-MOUNTED CONDUIT. LOCATE RECEIVING PIT WITHIN ASPHALT PAVED AREA OR CONCRETE SIDEWALK AREA; RECEIVING PIT SHALL NOT BE LOCATED WITHIN THE UNLOADING PAD [SIX TO TEN INCH (6-10") REINFORCED CONCRETE SLAB AT THE REAR OF THE STORE]. RECEIVING PIT LOCATION AND WORK AREA SHALL NOT AFFECT SITE HOST CUSTOMER OR DELIVERY TRAFFIC; SEE SUPPLEMENTAL DOCUMENTS, RECEIVING AREA DIAGRAM. THE RECEIVING PIT SIZE SHALL BE LIMITED TO THREE FEET (3') BY THREE FEET (3') AND SHALL NOT UNDERMINE THE BUILDING FOUNDATION, ENCLOSURES OR CONCRETE UNLOADING PAD.
  - BACKFILL EXCAVATIONS AND REPAIR PAVEMENT PER SPECIFICATIONS BELOW.
  - WHERE CONCRETE PAVEMENT, SIDEWALK, ASPHALT PAVEMENT, CURBING, OR CURBING GUTTER IS REMOVED, THE WIDTH OF THE REMOVAL SHALL EXCEED THE ACTUAL WIDTH AT THE TOP OF THE TRENCH BY TWELVE INCHES (12") ON EACH SIDE OF THE TRENCH, OR A TOTAL OF TWO FEET (2') WIDER THAN THE TRENCH.
  - TRENCHING THROUGH THE CONCRETE RECEIVING PAD AT THE REAR OF THE STORE OR THE DRIVE-THRU SLAB IS NOT ALLOWED. ONLY TRENCHING THROUGH MINOR CONCRETE INSTALLATIONS SUCH AS SIDEWALKS WILL BE PERMITTED.
  - EXCAVATE TRENCHES TO A DEPTH FOUR INCHES (4") DEEPER THAN BOTTOM OF FINISHED PIPE ELEVATION.
  - THE BOTTOM WIDTH OF THE TRENCH SHALL BE AS REQUIRED TO PERMIT CONDUIT TO BE PROPERLY LAIN AND BACKFILL TO BE PLACED AND PROPERLY COMPACTED.
  - REMOVED PAVEMENT, CONCRETE AND EXCAVATED MATERIALS UNSUITABLE FOR USE AS BACKFILL SHALL BE DISPOSED OFF-SITE.
  - BEDDING AND BACKFILL MAY BE MATERIAL EXCAVATED FROM THE TRENCH PROVIDED THAT IT IS FREE FROM DEBRIS AND ROCKS LARGER THAN ONE AND ONE-HALF INCHES (1-1/2") OVER THE PIPE, IN LAYERS NOT EXCEEDING FOUR INCHES (4"), PLACE AND COMPACT SUITABLE FILL MATERIAL TO NINETY-FIVE PERCENT (95%) DRY DENSITY AS DETERMINED BY ASTM D698.
  - COMPACTING EQUIPMENT SHALL BE OF SUCH DESIGN, WEIGHT, AND QUALITY AS IS REQUIRED TO OBTAIN THE DENSITIES SPECIFIED HEREIN OR INDICATED ON THE DESIGN DRAWINGS. AREAS INACCESSIBLE TO SELF-PROPELLED COMPACTING EQUIPMENT SHALL BE COMPACTED OR CONSOLIDATED BY HAND-OPERATED MECHANICAL TAMPERS OR VIBRATORS.
  - RESTORE GRASS, LANDSCAPING, IRRIGATION AND ALL FEATURES TO THEIR PRECONSTRUCTION CONDITION.
- ANY UTILITIES, PAVEMENT, IRRIGATION, LANDSCAPING OR OTHER SITE FEATURES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY EV CHARGING STATION VENDOR TO SITE HOST SPECIFICATION.
  - WHERE LANDSCAPING IS IMPACTED, IT IS THE RESPONSIBILITY OF EV CHARGING STATION VENDOR TO REPOSITION OR PROVIDE NEW LANDSCAPING WITHIN THE SITE HOST PROPERTY TO ENSURE COMPLIANCE WITH ANY CODE REQUIREMENTS.
  - WHERE PARKING LOT, SIDEWALK OR OTHER PAVED AREAS ARE IMPACTED OR DAMAGED, IT IS THE RESPONSIBILITY OF THE EV CHARGING STATION VENDOR TO REPAIR THE AREA TO LIKE NEW CONDITION. REPAIR SHALL EXTEND BEYOND DAMAGED AREA TO NEAREST CLEAN BREAK THAT ALIGNS WITH ARCHITECTURAL BREAKS, MATERIAL JOINTS, PAVEMENT MARKINGS, ETC.
- WHERE APPLICABLE, UTILITY SERVICE PROVIDER TO USE SITE HOST APPROVED ROE (RIGHT OF ENTRY) AGREEMENT. SITE HOST PROGRAM MANAGER WILL PROVIDE TEMPLATE WHEN NECESSARY.
- ASPHALT PAVEMENT REMOVAL AND REPLACEMENT
  - SAW CUT THE PAVEMENT TO NEAT, STRAIGHT LINES TO THE FULL DEPTH OF THE PAVEMENT. PAVEMENT REMOVAL SHALL EXTEND A MINIMUM OF TWELVE INCHES (12") BEYOND THE EDGES OF THE REMOVAL AREA. ANY OTHER PAVEMENT AREAS DAMAGED DURING REMOVAL SHALL ALSO BE REPAIRED OR REPLACED AS NECESSARY.
  - REMOVE THE PAVEMENT WITHOUT DAMAGING THE PAVEMENT THAT IS TO REMAIN IN-PLACE.
  - IF BASE REPLACEMENT IS REQUIRED, COMPACT THE IN-SITU SOILS TO NINETY-FIVE PERCENT (95%) ASTM D698 AND PLUS OR MINUS TWO PERCENT (2%) OF OPTIMUM MOISTURE CONTENT. REMOVE AND REPLACE ANY UNSUITABLE IN-SITU SOILS.
  - PLACE AND COMPACT BASE MATERIAL TO NINETY-FIVE PERCENT (95%) OF ASTM D698.
  - APPLY PRIME COAT TO AGGREGATE BASE IN COMPLIANCE WITH THE DOT SPECS. PRIME COAT SHALL NOT BE APPLIED MORE THAN TWENTY-FOUR (24) HOURS BEFORE ASPHALT PAVEMENT IS PLACED. APPLICATION RATE TO BE PER THE DOT SPEC.
  - CLEAN AND APPLY TACK COAT TO THE ENDS OF CURBS, EDGES OF CONCRETE SURFACES, EDGES OF MANHOLES AND INLETS AND EDGES OF SAW CUT PAVEMENT THAT WILL REMAIN IN-PLACE.
  - PLACE AND COMPACT HOT-MIX ASPHALT. HOT-MIX ASPHALT THICKNESS SHALL BE THE GREATER OF THE IN-PLACE ASPHALT OR THREE AND ONE-HALF INCHES (3.5"). ASPHALT MIX DESIGN SHALL BE BY THE CONTRACTOR.
  - PLANT MIXED ASPHALT BASE/BINDER COURSE: PROVIDE ONE COURSE LAID TO A MINIMUM COMPACTED THICKNESS OF TWO INCHES (2").
  - PLANT MIXED ASPHALT SURFACE COURSE: PROVIDE ONE COURSE LAID TO A MINIMUM COMPACTED THICKNESS OF ONE AND ONE-HALF INCHES (1-1/2").
  - FOR SMALLER JOBS, IT MAY NOT BE FEASIBLE TO INSTALL BINDER AND SURFACE COURSES, IN WHICH CASE SURFACE COURSE PLACED AND COMPACTED IN TWO LIFTS. WILL BE ACCEPTED.
  - IF PLACING HOT MIX ASPHALT WITH A SHOVEL, BEGIN PLACING HMA AGAINST THE EDGES OF THE PATCH AND WORKING INWARD. HMA SHOULD NOT BE PLACED IN THE CENTER OF THE PATCH AND RAKED TOWARDS THE EDGES.
  - THE FIRST PASS OF THE ROLLER OR COMPACTION EQUIPMENT SHOULD BE ALONG THE EDGES OF THE PATCH TO PROPERLY FORM THE JOINT. THE ROLLER WHEEL OR COMPACTION EQUIPMENT SHOULD OVERHANG THE EXISTING PAVEMENT ONTO THE PATCH BY SIX INCHES (6"). AFTER THE PERIMETER OF THE PATCH HAS BEEN COMPACTED BEGIN TO WORK TOWARDS THE CENTER OF THE PATCH WITH SUCCESSIVE PASSES OFFSET BY SIX INCHES (6").
  - THE CONTRACTOR SHALL UTILIZE THE APPROPRIATE HEAVY COMPACTION EQUIPMENT TO ACHIEVE THE REQUIRED COMPACTION OF THE ASPHALT.
  - SEAL THE AREA AROUND THE EDGES WITH AN ELASTOMERIC LIQUID ASPHALT SEALER TO PROTECT AGAINST WATER INFILTRATION, INCLUDING ANY INADVERTENT OVERCUTS DURING THE SAW CUTTING PROCEDURE.

**PROJECT LEGEND:**

(SCALE VARIES PER SHEET)



NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES.

**volta**

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**1 STEVENS WAY ORANGEBURG, NY 10962**

SHEET TITLE

**GENERAL NOTES**

SHEET NUMBER

**C0-01**

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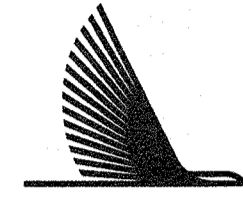
**1 STEVENS WAY  
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SHEET TITLE

**VOLTA STATION  
OVERVIEW**

SHEET NUMBER

**C0-02**



# Volta Gen4 L2 Station

Volta provides turn-key Electric Vehicle (EV) charging services for premium retail and entertainment destinations. We install and maintain the charging amenity at no cost to site partners as well as EV drivers, driving increased property value and attracting more customers who stay longer.

### VOLTA STATION BENEFITS

- Installation, equipment and maintenance is paid by Volta
- Charges all electric vehicles
- Free electricity supported through third party content on displays
- Volta stations are occupied 80% of the retail day
- Volta has provided 88M free sponsored electric miles, delivered 25 gigawatt hours and eliminated over 39M pounds of CO2 emissions

### CHARGING UNIT INFORMATION (Single Charging Units)

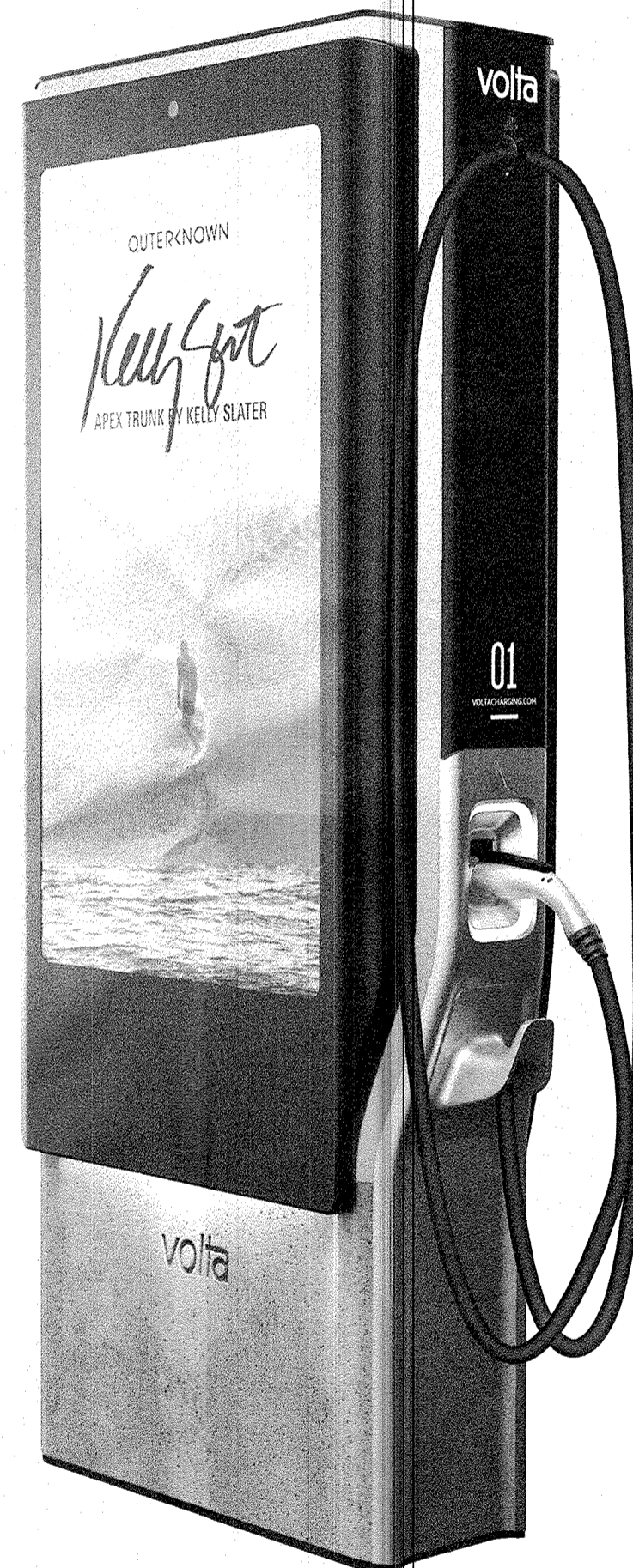
- Size: H 85.0" x W 36.5" x D 15.5"
- Display Size: H 48" x W 27"
- Power Type: 208/240VAC, 48A, 10kW max; UL 2202
- Plug: SAE J1772 compliant connector

### POWER REQUIREMENTS

- Charging unit: 60A/2P, 208/240 breaker
- Display/connectivity: 20A/1P, 120V breaker

### INSTALLATION REQUIREMENTS

- Wire Diameter: #6 AWG minimum. Larger for longer conduit runs
- Conduit Diameter: 1.5" minimum per station. Larger conduit required for runs over 250'



55" Media Display

Charges up to 30miles per hour

Universal J1772 connections

Cable Management

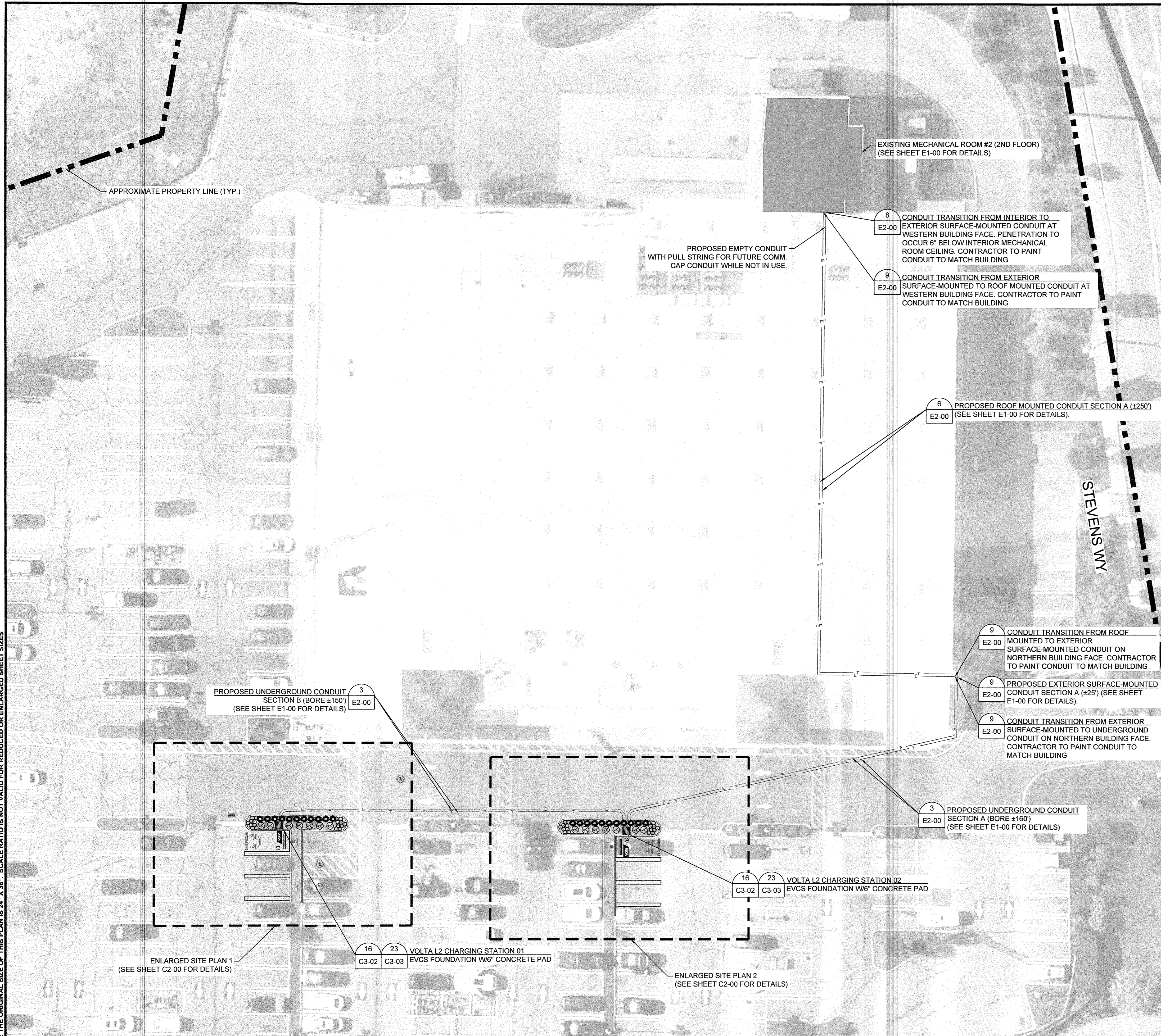
Fully Networked

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

volta

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NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES



**OVERALL SITE PLAN**

**DISCLAIMER**

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CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL FIELD CONDITIONS AND IS TO ALERT THE ENGINEER AND VOLTA OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION. CONTRACTOR TO COORDINATE WITH VOLTA PM FOR ALL FINAL PLACEMENTS OF INFRASTRUCTURE.

**CONSTRUCTION NOTES:**

1. CONTRACTOR RESPONSIBILITIES CONSISTS OF, BUT NOT LIMITED TO, CHARGING STATION MOUNTING, FOUNDATION CONSTRUCTION, CONDUIT INSTALLATION, AND WIRING.
2. CONTRACTOR TO PAINT PROPOSED EV PARKING STALLS PER JURISDICTIONAL REQUIREMENTS.
3. CONTRACTOR TO INSTALL TREE PROTECTION FENCING PRIOR TO ANY CONSTRUCTION ACTIVITY. SEE SHEET C3-00 FOR DETAILS.
4. EXACT STATION PLACEMENT AND ROTATION ANGLE MAY VARY SLIGHTLY UPON INSTALLATION DEPENDING ON SITE CONDITIONS.
5. CONTRACTOR TO FIELD VERIFY ALL STALL DIMENSIONS AND ALL EQUIPMENT LOCATIONS TO ENSURE SUFFICIENT SPACE IS AVAILABLE.
6. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS WHEN DRILLING INTO EXISTING CIP SLAB AND CIP DROP PANELS TO AVOID DAMAGE TO ANY REINFORCING AND EXISTING STRUCTURAL COMPONENTS.
7. USE APPROVED ASTM METHOD (X-RAY, PACOMETER, GPR, ETC.) TO LOCATE MILD STEEL AND PRE-STRESSING TENDONS PRIOR TO DRILLING. DO NOT CUT OR DRILL THROUGH ANY EXISTING REINFORCING. ADJUST LOCATION AS NECESSARY TO AVOID EXISTING REINFORCING. ENSURE 1" GAP MIN. BETWEEN REBAR AND ANCHORAGE.
8. VOLTA WILL MAKE EVERY EFFORT TO FOLLOW, WITH THEIR PROPOSED CONDUIT, AN EXISTING CONDUIT ROUTE FROM ELECTRICAL ROOM TO PROPOSED STATION PLACEMENTS. WHEN AN EXISTING ROUTE IS NOT AVAILABLE, VOLTA WILL MAKE EVERY EFFORT TO CONCEAL/HIDE, PAINT AND MINIMIZE VISUAL IMPACT OF CONDUITS ANYWHERE THEY MAY BE VISIBLE TO THE PUBLIC.
9. CONTRACTOR IS RESPONSIBLE TO LOCATE ALL VERTICAL AND HORIZONTAL UTILITIES PRIOR TO DIRECTIONAL BORING. ANY ALTERATIONS TO THE PROPOSED CONDUIT ROUTE ARE TO BE COORDINATED WITH THE PROFESSIONAL ENGINEER(S) PRIOR TO CONSTRUCTION.
10. ANY ITEMS TO REMAIN THAT ARE DAMAGED BY THE CONTRACTOR SHALL BE REPLACED TO THE EXISTING CONDITION OR BETTER AT THE CONTRACTOR'S EXPENSE.
11. CONTRACTOR TO LOCATE JUNCTION BOX OR APPROVED ALTERNATIVE FOR SITE SPECIFIC RUN LENGTHS AND BENDS.
12. DEVIATION FROM PLAN ON THE PROPOSED CONDUIT METHOD IS AT THE CONTRACTORS DISCRETION AND SHOULD BE DETERMINED BASED ON EXISTING UNDERGROUND FIELD CONDITIONS. ANY DEVIATIONS SHALL BE APPROVED BY VOLTA AND THE SITE HOST. CONTRACTOR TO ENSURE ALL CONDUIT INSTALLATION METHODS ARE APPROVED BY LOCAL JURISDICTION AND INSPECTOR.

**PARKING NOTE:**

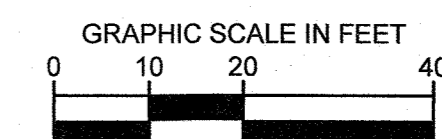
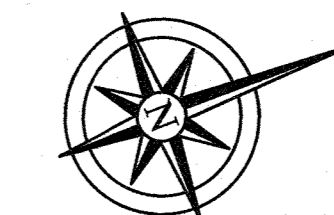
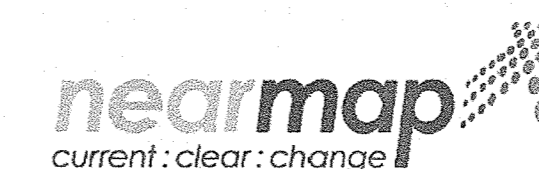
1. THIS PROJECT PROPOSES TO UPGRADE (2) STANDARD PARKING STALLS TO (2) EV PARKING STALLS FOR EV READINESS. NO NET CHANGE IN PARKING IS PROPOSED.

**REFERENCE NOTE:**

1. SEE PROJECT LEGEND ON SHEET C0-01 FOR SYMBOLS AND LINE TYPE DESCRIPTIONS.

**IMAGE REFERENCE:**

AERIAL IMAGE(S) PROVIDED BY NEARMAP IMAGERY ©2022 Nearmap, HERE



**volta**

155 DE HARO STREET  
SAN FRANCISCO, CA 94103

**Kimley»Horn**

New York  
© 2022 KIMLEY-HORN ENGINEERING AND LANDSCAPE ARCHITECTURE OF NEW YORK  
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WHITE PLAINS, NY 10601  
PHONE: 914.368.9200  
WWW.KIMLEY-HORN.COM

REV	DATE	DESCRIPTION	BY
1	05/11/2022	CD100s	JZS
2	08/25/2022	CD100s	PEP

ISSUE DATE

**05/11/2022**

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**PERMIT**



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**STOP & SHOP #2545-ORANGEBURG COMMONS PHASE 1**

**1 STEVENS WAY ORANGEBURG, NY 10962**

SHEET TITLE

**OVERALL SITE PLAN**

SHEET NUMBER

**C1-00**

MH

3 PROPOSED UNDERGROUND CONDUIT SECTION B (BORE ±150') (SEE SHEET E1-00 FOR DETAILS)

EXISTING STRUCTURE TO REMAIN. CONTRACTOR TO PROTECT IN PLACE (TYP.)

EXISTING CURB TO REMAIN. CONTRACTOR TO PROTECT IN PLACE (TYP.)

PROPOSED ILEX GLABRA (7) (INKBERRY HOLLY)

EXISTING SIGN TO REMAIN. CONTRACTOR TO PROTECT IN PLACE (TYP.)

EXISTING MANHOLE TO REMAIN. CONTRACTOR TO PROTECT IN PLACE (TYP.)

EXISTING ORNAMENTAL GRASS TO BE REMOVED/RELOCATED

EXISTING FIRE HYDRANT TO REMAIN. CONTRACTOR TO PROTECT IN PLACE. CONTRACTOR TO CONFIRM THERE IS ADEQUATE CLEARANCE FROM THE FIRE HYDRANT.

8 12 EV SIGN POST (TYP.) C3-01 C3-01

2 WHEEL STOP (TYP.) C3-00

PROPOSED PENNISETUM ALOPECUROIDES (10) (FOUNTAIN GRASS)

EXISTING PARKING STALL TO BE CONVERTED INTO STANDARD EV STALL

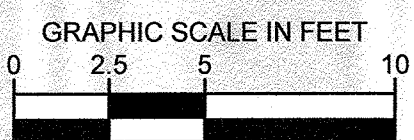
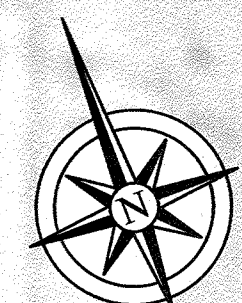
5 6 EV STRIPING (TYP.) C3-00 C3-00

VOLTA L2 CHARGING STATION 01 EVCS FOUNDATION W/6" CONCRETE PAD 16 23 C3-02 C3-03

PROPOSED PEROVSKIA ATRIPLICIFOLIA (9) (RUSSIAN SAGE)

volta 01  
EV CHARGING

EXISTING INLET TO REMAIN. CONTRACTOR TO PROTECT IN PLACE



1

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3 PROPOSED UNDERGROUND CONDUIT SECTION A (BORE ±160') (SEE SHEET E1-00 FOR DETAILS)

VOLTA L2 CHARGING STATION 02 EVCS FOUNDATION W/6" CONCRETE PAD 16 23 C3-02 C3-03

EXISTING ORNAMENTAL GRASS TO BE REMOVED/RELOCATED

EXISTING STRUCTURE TO REMAIN. CONTRACTOR TO PROTECT IN PLACE (TYP.)

PROPOSED PENNISETUM ALOPECUROIDES (10) (FOUNTAIN GRASS)

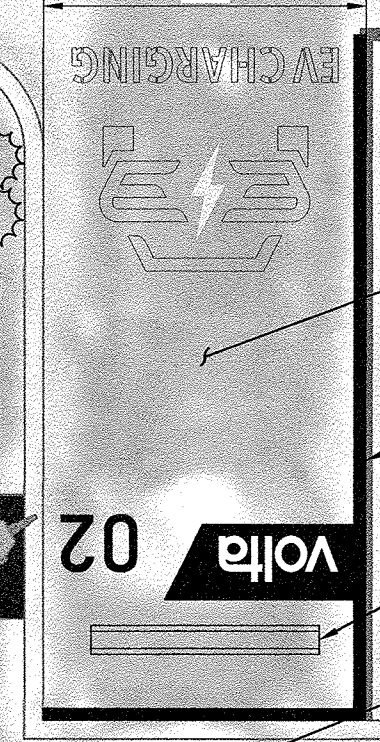
PROPOSED ILEX GLABRA (7) (INKBERRY HOLLY)

EXISTING SIGN TO REMAIN. CONTRACTOR TO PROTECT IN PLACE

EXISTING CURB TO REMAIN. CONTRACTOR TO PROTECT IN PLACE (TYP.)

PROPOSED PEROVSKIA ATRIPLICIFOLIA (9) (RUSSIAN SAGE)

9.0'  
8.5'



EXISTING PARKING STALL TO BE CONVERTED INTO STANDARD EV STALL

5 6 EV STRIPING (TYP.) C3-00 C3-00

2 WHEEL STOP (TYP.) C3-00

8 12 EV SIGN POST (TYP.) C3-01 C3-01

3 PROPOSED UNDERGROUND CONDUIT SECTION B (BORE ±150') (SEE SHEET E1-00 FOR DETAILS)

# volta

155 DE HARO STREET  
SAN FRANCISCO, CA 94103

## Kimley»Horn

New York  
© 2022 KIMLEY-HORN ENGINEERING AND LANDSCAPE ARCHITECTURE OF NEW YORK  
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WWW.KIMLEY-HORN.COM

REV	DATE	DESCRIPTION	BY
1	05/11/2022	CD100s	JZS
2	08/25/2022	CD100s	PEP

ISSUE DATE  
**05/11/2022**

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**PERMIT**

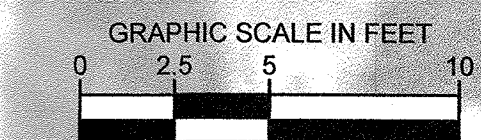
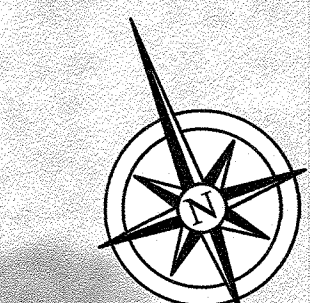


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**STOP & SHOP #2545-ORANGEBURG COMMONS PHASE 1**  
1 STEVENS WAY  
ORANGEBURG, NY 10962

SHEET TITLE  
**ENLARGED SITE PLAN**

SHEET NUMBER  
**C2-00**



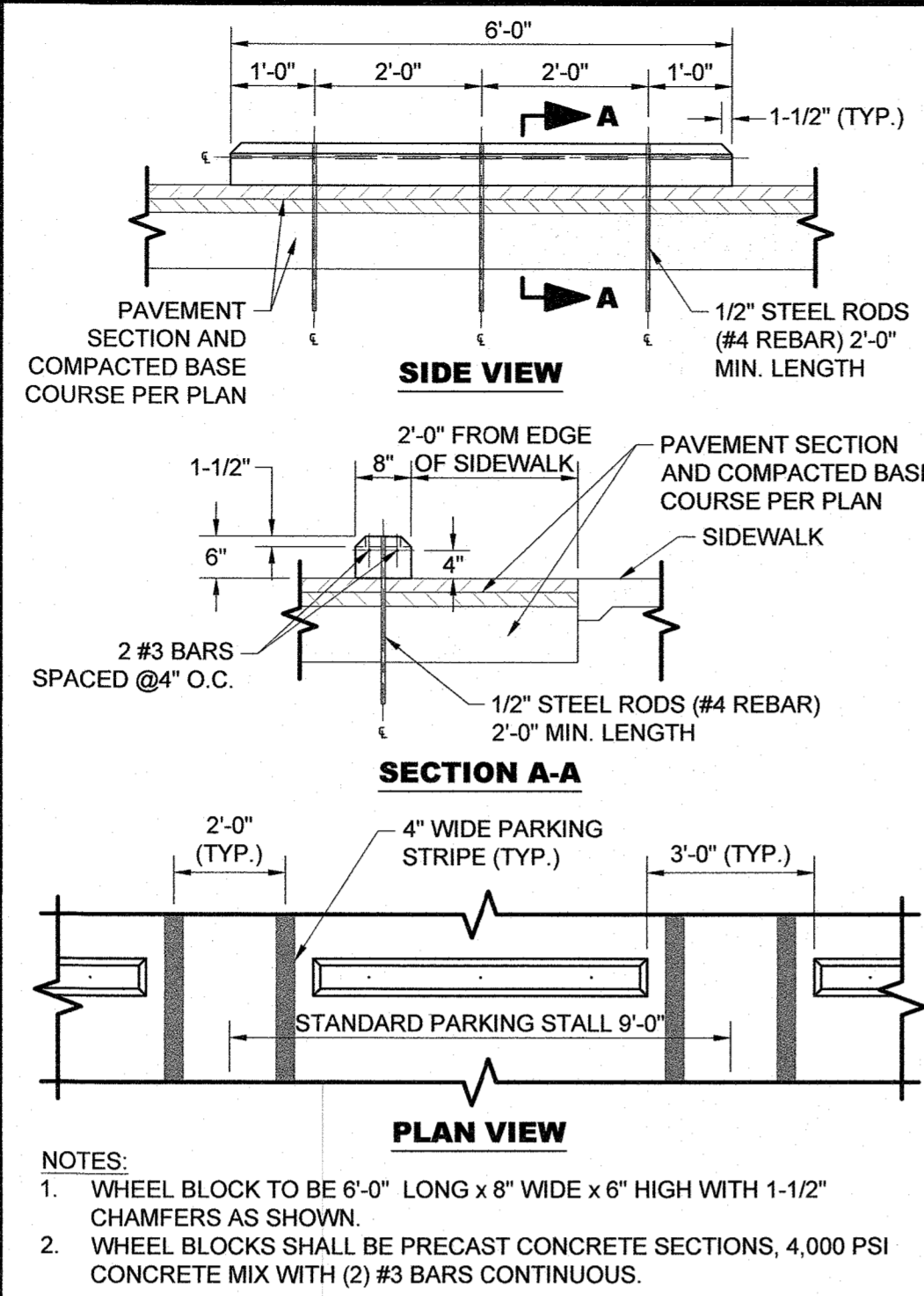
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ENLARGED SITE PLAN

ENLARGED SITE PLAN

- UNLESS NOTED OTHERWISE, THE FOLLOWING NOTES RELATING TO THE "SITE DETAILS" SHEETS SHALL GOVERN.
  - COMPRESSIVE STRENGTH OF CONCRETE FOUNDATION SHALL BE A MINIMUM OF 4,500 PSI AT 28 DAYS WITH MAXIMUM W/C RATIO OF 0.45 AND AIR-CONTENT OF 5% +/- 1.5%.
  - MINIMUM YIELD STRENGTH OF REINFORCEMENT TO BE 60,000 PSI (ASTM-A615).
  - REFERENCE CIVIL AND ELEC. DRAWING FOR EQUIPMENT LAYOUT, LOCATION OF CONDUIT, ETC.
  - FINAL ANCHOR BOLT AND POLE DESIGN INCLUDING SIZE AND CONFIGURATION ARE BY MFR.
  - BEFORE STARTING ANY WORK, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON THE SITE AND REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER.
  - NO GEOTECHNICAL ENGINEERING REPORT WAS PROVIDED BY THE OWNER. FOUNDATION DESIGN IS BASED ON A MINIMUM OF 1,500 PSF NET ALLOWABLE BEARING PRESSURE ON UNDISTURBED NATURAL SOIL OR COMPACTED FILL UNLESS OTHERWISE NOTED. UNLESS OTHERWISE DIRECTED BY THE OWNER, ALL FOUNDATION WORK RELATED TO INSTALLATION OF REBAR SHALL BE INSPECTED BY OTHERS.
  - KIMLEY-HORN AND ASSOCIATES, INC. IS NOT RESPONSIBLE FOR THE DESIGN OF THE EQUIPMENT OR ANCHORAGE TO THE FOUNDATION. MANUFACTURER SHALL SUBMIT LOADS TO ENGINEER FOR RECORD KEEPING PURPOSES ONLY.
  - DESIGN IS BASED ON THE SPECIFIC EQUIPMENT SHOWN IN THESE DRAWINGS AND ILLUSTRATED ON THE VOLTA CUT SHEETS.
  - ALL MATERIALS SHALL BE IN ACCORDANCE WITH THE LOCAL DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.
  - ALL FOUNDATIONS ARE TO INCLUDE COMPACTED SUBGRADE AND MINIMUM 6" COMPACTED STONE BASE UNLESS OTHERWISE SPECIFIED.
  - BUILDING CODE: IBC 2018
  - DESIGN PARAMETERS (PER ASCE 7-16):  
WIND SPEED: 115 MPH  
EXPOSURE CATEGORY: C  
TOPOGRAPHY CATEGORY: 1  
RISK CATEGORY: II  
SEISMIC PARAMETERS:  
Ss = 0.299g  
S1 = 0.062g
  - SITE CLASS: D  
FROST DEPTH: 45"  
FEMA FLOOD ZONE: X
- NOTE: BOLLARDS ARE NOT DESIGNED FOR FULL 6 KIP IMPACT LOADS UNLESS OTHERWISE NOTED AS "VEHICULAR RATED".



**GENERAL NOTES**

SCALE N.T.S. **1**

**CONCRETE WHEEL STOP**

SCALE N.T.S. **2**

**NOT USED**

SCALE N.T.S. **3**

**NOT USED**

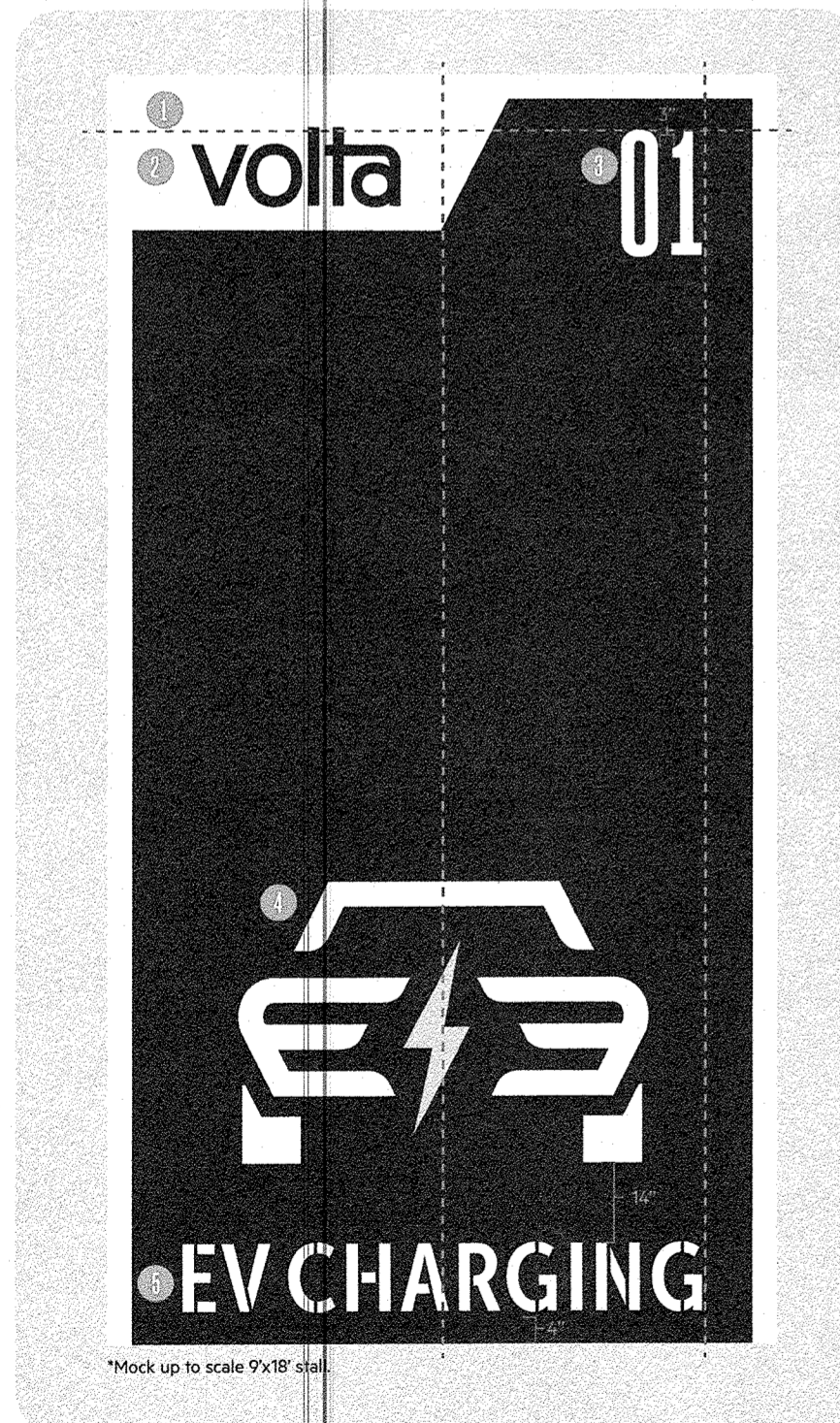
SCALE N.T.S. **4**

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**Volta Charging STRIPING GUIDELINES**

**PRODUCTS**  
Cement & Asphalt Background: Latex-free 4.75 Gal. Ultra Shield Driveway Filter Sealer  
Traffic Paint: Sherwin Williams TRIPSS LP Yellow TTP-10620, TRIPSS White TTP-10620



**SURFACE PREP**

Backgrounds are to only be painted for marquee locations or any location where the existing space has conflicting obstructions or is poor shape. For all other instances please proceed to branded striping.

**CEMENT & ASPHALT BACKGROUND:**  
All backgrounds must run edge-to-edge across the entire parking space. Asphalt should be sealed with sealcoat.

**BRANDED STRIPING**

**VOLTA LOGO:**  
Should match the overall background color of the parking stall (unless you are omitting the container shape according to other specs, if so paint it white).

**LINES & STENCILS:**  
Use traffic grade yellow for the lightning bolt stencil. Use traffic grade white for all other lines and stencils.

- SHAPE (White)** Place flush with the top left corner.
- VOLTA LOGO** Center within the shape.
- NUMBERS (White)** The right number lines up flush right to the "Q" in "CHARGING" and flush top with the Volta logo. There should be 3 inches in-between the left and right numbers. If stall is less than 8 feet, align numbers with the middle of the "Q" (See page 2).
- LETTERS** Place centered, 4 inches from the bottom of the stall.
- CAR** Place centered 14 inches from the top of the letters.

**NOTE:**  
1. CONTRACTOR TO ENSURE PAINT IS APPLIED 40° FAHRENHEIT MIN.

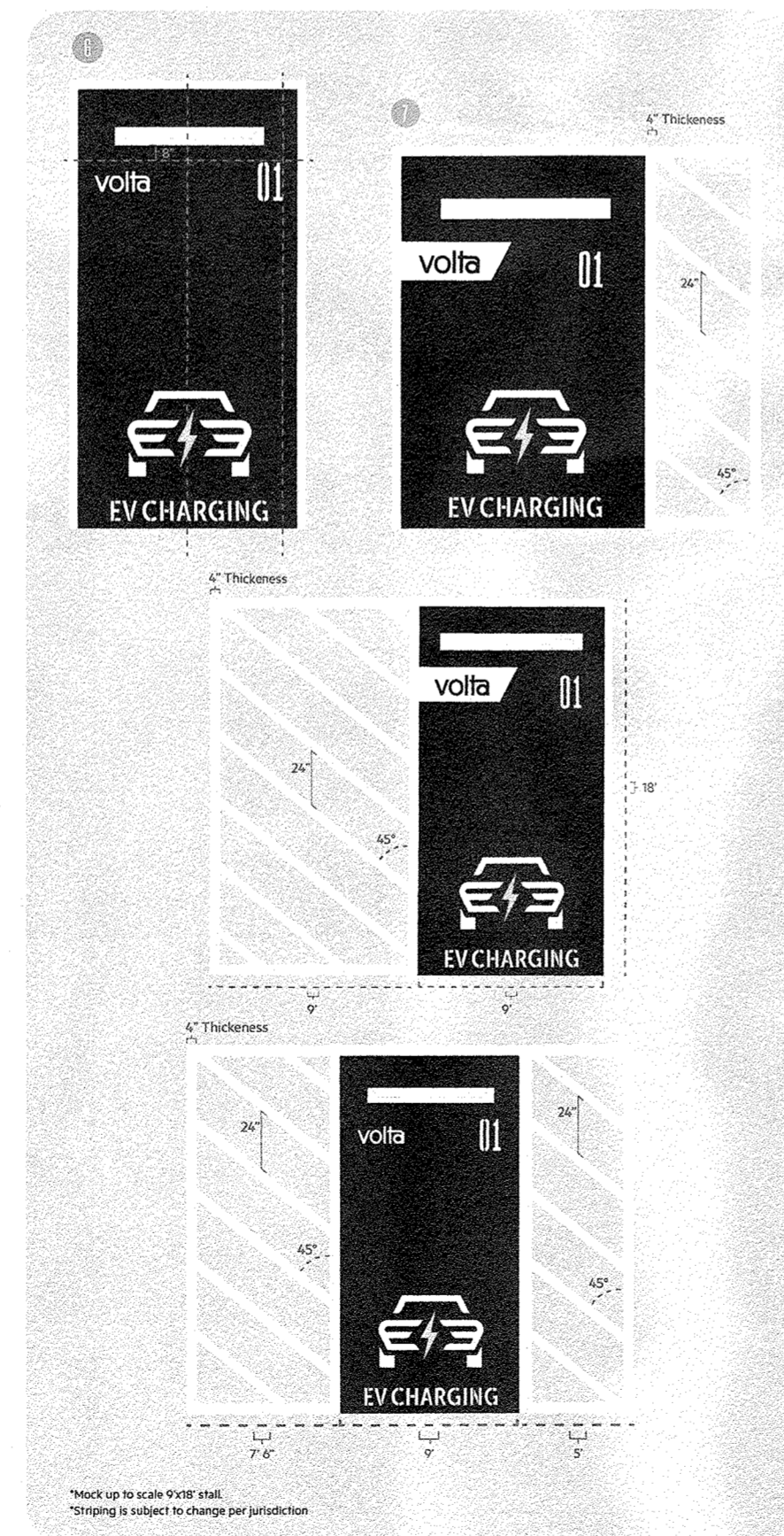


Founded in 2010. Designed in San Francisco, built to last in the USA.

info@voltacharging.com

SCALE N.T.S. **5**

**Volta Charging STRIPING GUIDELINES**



**ABSOLUTELY DO NOT**

- Paint only a portion of the background (edge-to-edge or not at all)
- Paint the lightning bolt, any color but yellow or white
- Break EV CHARGING into 2 lines
- Only put a number in top right corner
- Paint the volta logo any color other than white or black/teal/blue/cyan

**ACCESSORIES**

**6. WHEEL STOPS** Place 8 inches above the Volta logo, centered within the stall. Wheel blocks should be painted white.

**7. ACCESS AISLE** should be painted white.

**CURBS** No need to paint the curbs unless curbs are damaged and repaired. If repaired, paint the curb(s) to match existing conditions.



Founded in 2010. Designed in San Francisco, built to last in the USA.

info@voltacharging.com

SCALE N.T.S. **6**

**NOT USED**

SCALE N.T.S. **7**

**volta**

155 DE HARO STREET  
SAN FRANCISCO, CA 94103

**Kimley»Horn**

New York  
© 2022 KIMLEY-HORN ENGINEERING AND LANDSCAPE ARCHITECTURE OF NEW YORK  
1 N LEXINGTON AVE, SUITE 505  
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WWW.KIMLEY-HORN.COM

REV	DATE	DESCRIPTION	BY
1	05/11/2022	CD100s	JZS
2	08/25/2022	CD100s	PEP

ISSUE DATE

**05/11/2022**

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**STOP & SHOP #2545-ORANGEBURG COMMONS PHASE 1**

**1 STEVENS WAY ORANGEBURG, NY 10962**

SHEET TITLE

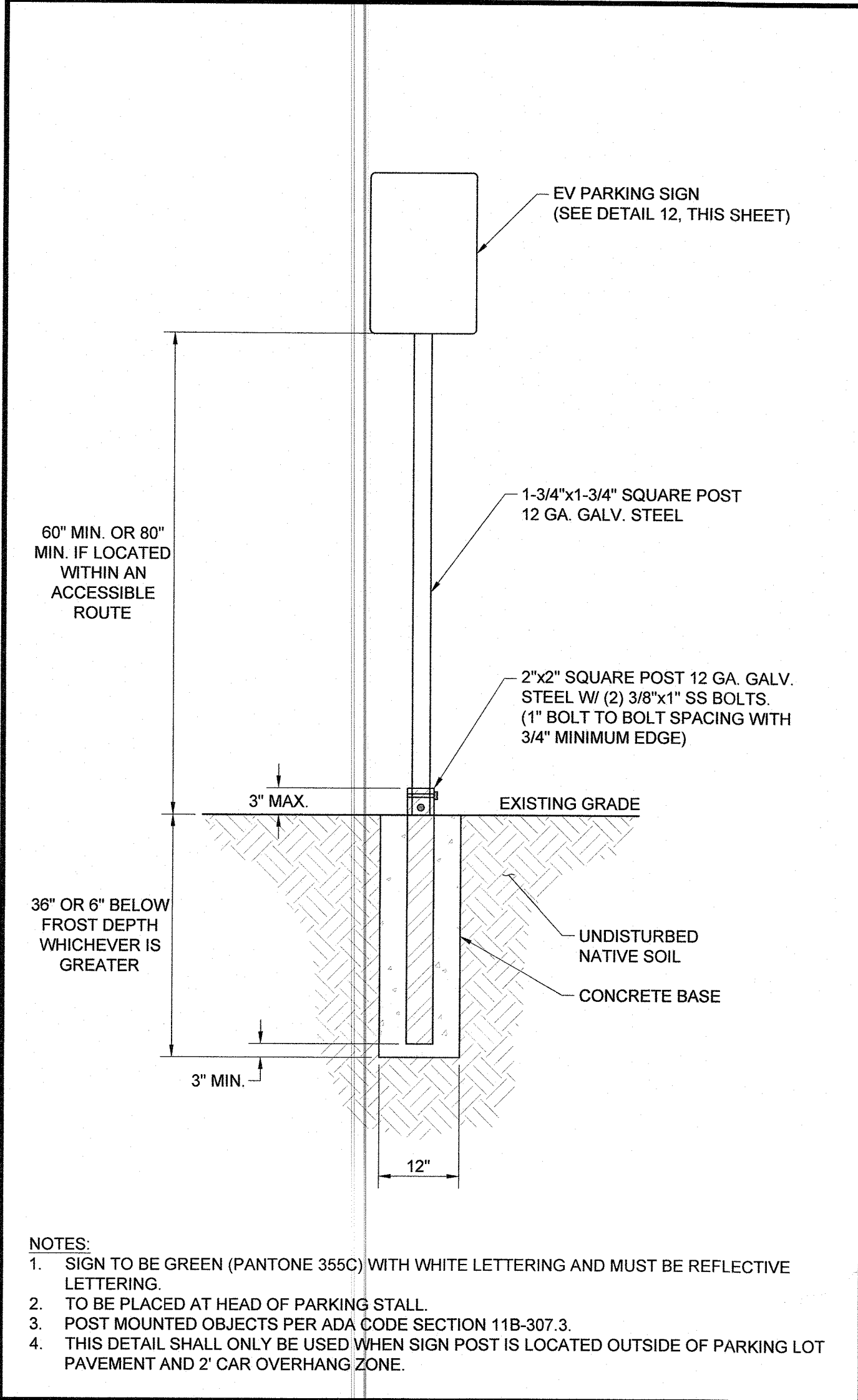
**SITE DETAILS**

SHEET NUMBER

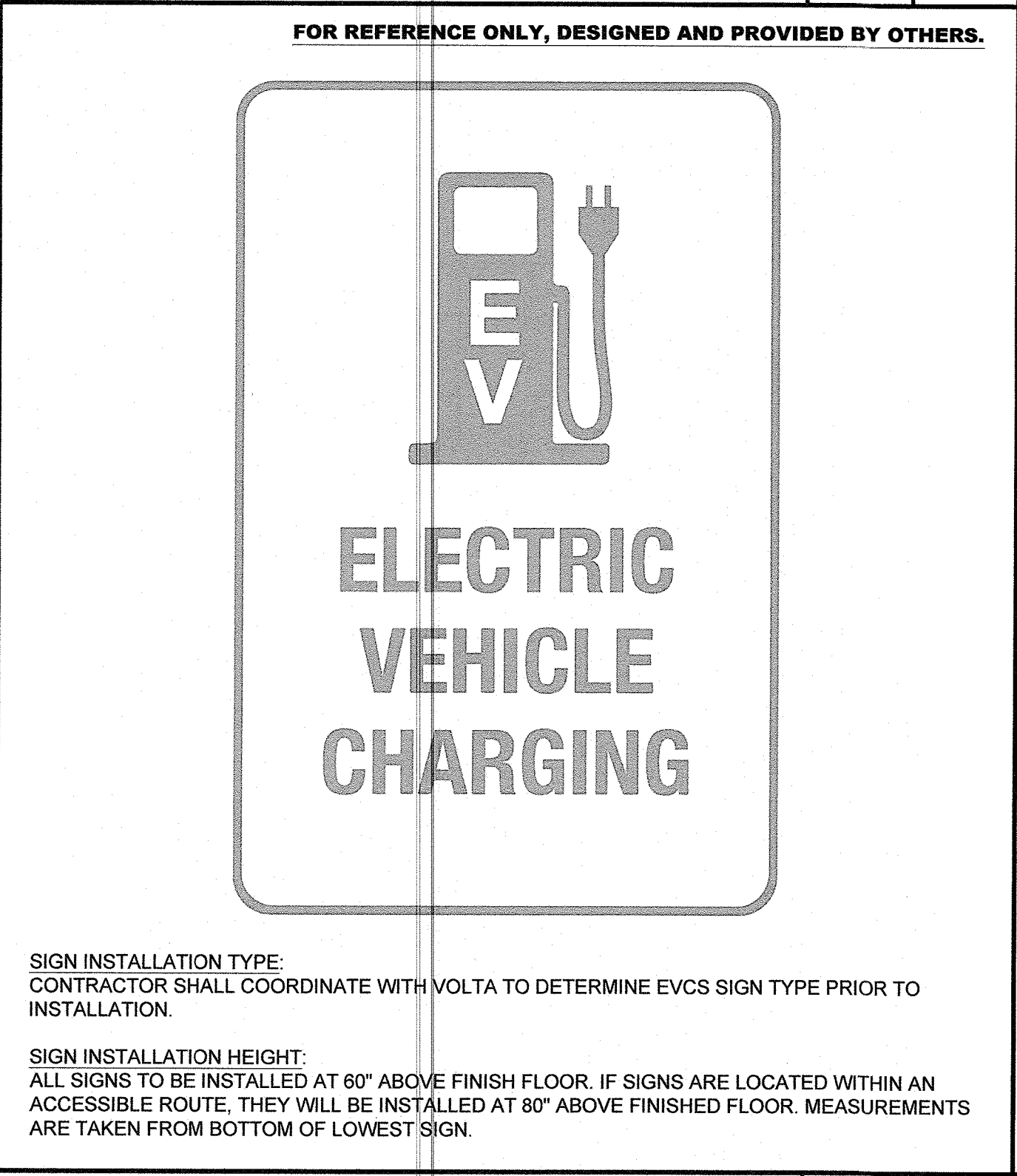
**C3-00**

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**SIGN POST** SCALE N.T.S. 8 NOT USED SCALE N.T.S. 9



**SIGN REQUIREMENTS** SCALE N.T.S. 12 NOT USED SCALE N.T.S. 13 NOT USED SCALE N.T.S. 14 NOT USED SCALE N.T.S. 15

NOT USED SCALE N.T.S. 10 NOT USED SCALE N.T.S. 11

NOT USED SCALE N.T.S. 13 NOT USED SCALE N.T.S. 14 NOT USED SCALE N.T.S. 15

**volta**

155 DE HARO STREET  
SAN FRANCISCO, CA 94103

**Kimley»Horn** New York

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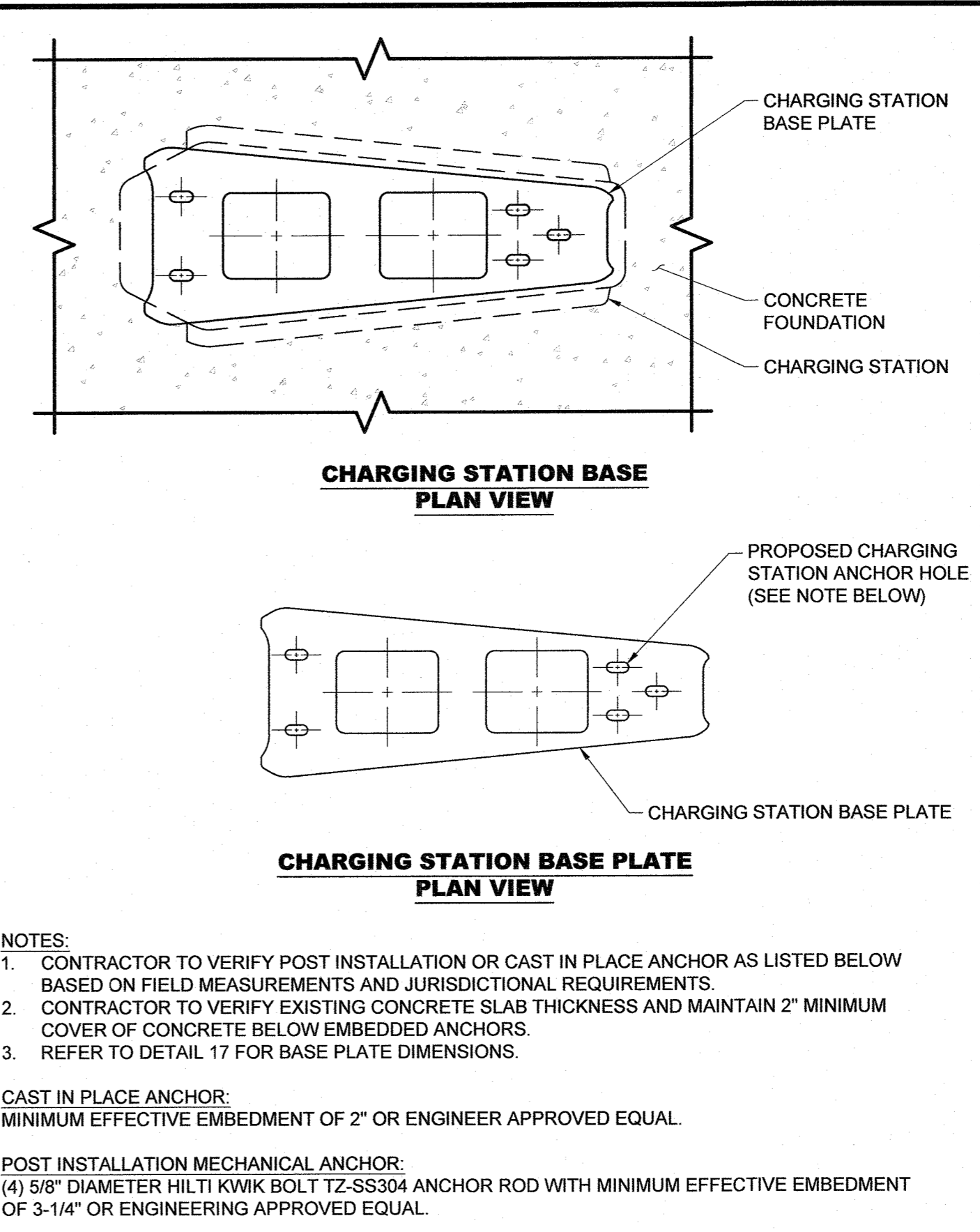
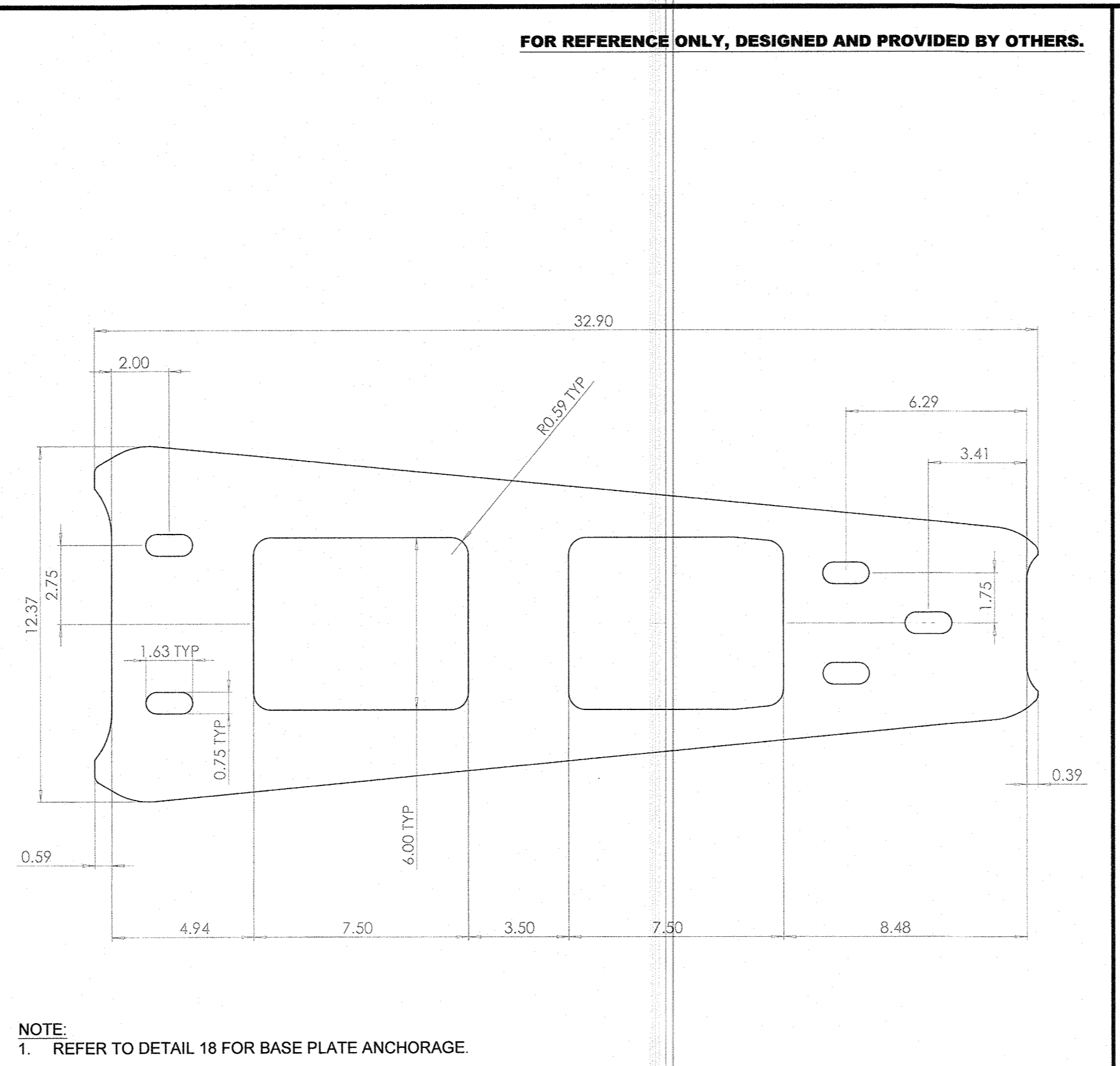
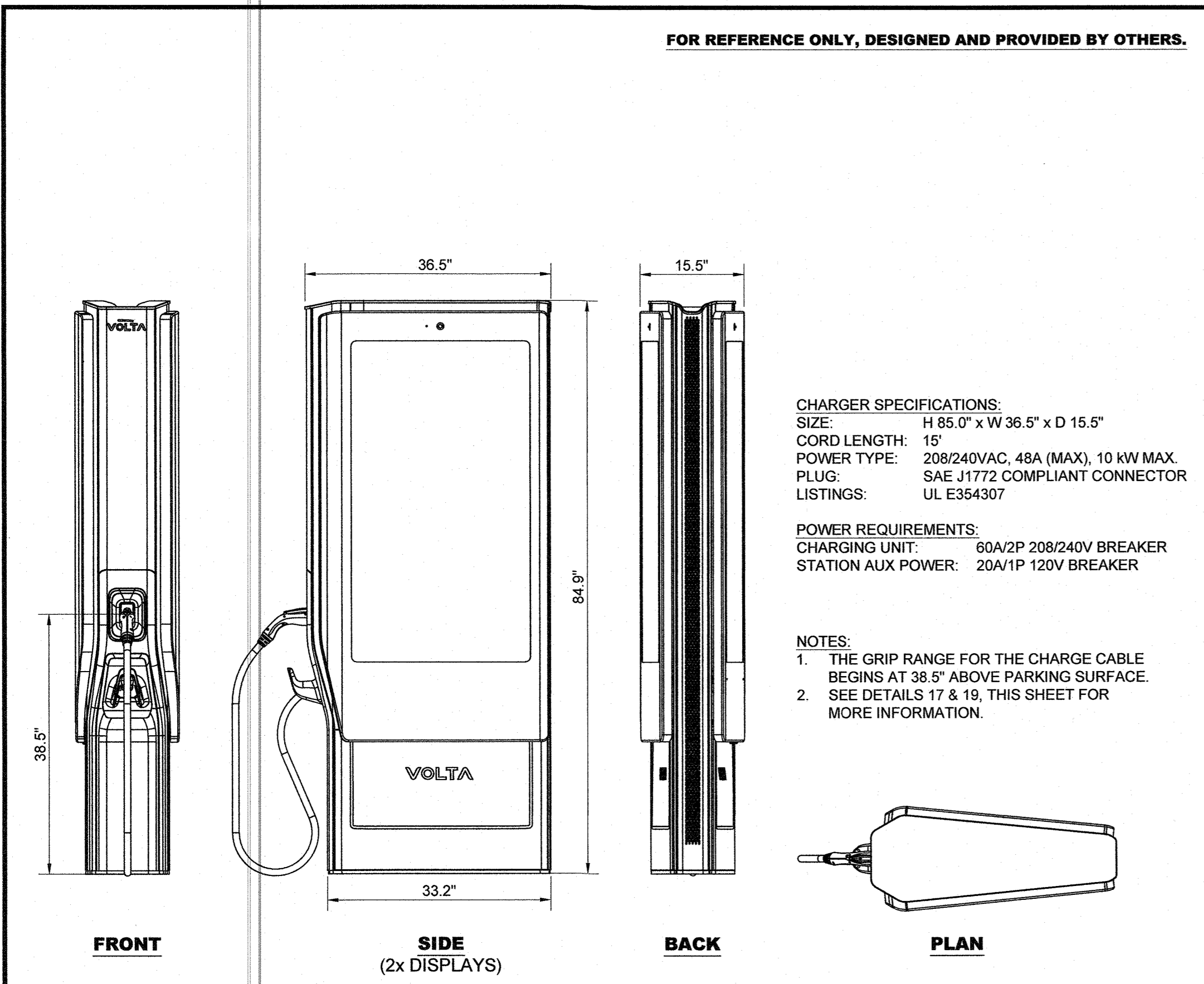


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**STOP & SHOP #2545-ORANGEBURG COMMONS PHASE 1**  
**1 STEVENS WAY ORANGEBURG, NY 10962**

SHEET TITLE  
**SITE DETAILS**

SHEET NUMBER  
**C3-01**



**VOLTA V4 L2 EVCS**      SCALE N.T.S.      **16**

**VOLTA V4 BASE PLATE**      SCALE N.T.S.      **17**

**VOLTA BASE PLATE ANCHORAGE**      SCALE N.T.S.      **18**

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### Level 2 Media Station

Volta Charging is driving the transition to clean electric transportation by transforming properties with electric vehicle charging. No longer will people drive to fuel, but fuel where they drive.

Volta's turn-key electric vehicle charging is tailored to each location's needs and desired customer experience to increase traffic and customer engagement. Our fully integrated EV chargers include high-impact digital media screens that provide properties with branding and messaging as well as additional revenue opportunities.

**Charger Specs**

- Output power: 10 kW max (AC)
- Safety certification: UL 2202

**Power Requirements**

- Input voltage: 208 - 240 VAC
- Output voltage: 208 - 240 VAC
- Circuit size: 60A/2P, 208/240 breaker
- Network connectivity: Cell connection or LAN access

**Display Screen Specs**

- Size: 55" outdoor LED back light system x2
- Picture: Full HD 1080p resolution
- Power requirements: 20A/1P, 120V breaker
- File type: JPEG or PNG

**Installation Requirements**

- Foundation req: 36"L x 36"W x 36"D
- Conduit diameter: 1.5" min per station approx
- \*Separate conduit for communication maybe required

**Example Level 2 Media Foundation Plans**

voltacharging.com      770-00002-A

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### eClick Data sheet

innogy

General and electrical specifications	eClick
Charging power	up to 10.4kW / 12kW (up to 50A)
Mains input power	208 Volt AC WYE system, 50A, 10.4kW 240 Volt AC split phase, 50A, 12kW 240 Volt AC Center Tap Delta, 50A, 12kW 208 Volt AC WYE system, 50A, 10.4kW
Output power to eBox	240 Volt AC split phase, 50A, 12kW 240 Volt AC Center Tap Delta, 50A, 12kW maximum output depends on local distribution grid
Storage temperature	-22°F to +176°F (-30°C to +80°C)
IP	IP
Max line cross section	Max supply line (top or bottom entry): AWG (10 mm²)
Certifications	UL and FCC (tested and confirmed by a certified body)
Packaging dimensions (W x D x H)	1-8 1/4" x 8 4/5" x 3" (515 mm x 225 mm x 75 mm)

**Recommended additional accessories**

Short circuit / overload protection      Circuit breaker required according to national law and regulations, installed in sub-distribution per charge port

Electrical installer to choose correct circuit breaker depending on grid type and power per charge port

Broadband TelCom Power, Inc.  
 1719 S. Grand Ave.  
 Santa Ana, CA 92705, USA  
 sales@btcpower.com  
 www.btcpower.com

**FOR REFERENCE ONLY, DESIGNED AND PROVIDED BY OTHERS.**

### eBox professional Data sheet

innogy

General and electrical specifications	eBox professional
Charging power	up to 10.4 kW (WYE) / up to 12 kW (split phase/center tap delta) (up to 50 A)
Applications	Protected internal areas, unprotected exterior areas exposed to rain and direct sunlight
Enclosure Rating	Type 3S
Operating temperature	-22°F to 122°F (-30°C to +50°C) full load Thermal overload protection: output power reduced at higher temperatures
Storage temperature	-22°F to +176°F (-30°C to +80°C)
Air humidity	5% to 95% as defined under IEC 61851-1 (5% to 95% RH @ 25°C)
Max altitude above sea level	Max 6,500 ft (2,000 m) (air pressure: 860 hPa to 1060 hPa)
UV protection	Outdoors (IP)
Housing material	Lexan® EXL9330 (copolymer) Flame class rating V0 (UL94)
Protection category (impact strength)	IK10 as defined under IEC 62262-2:2002
Weight (without eClick)	6.4 kg
Number of charging ports	1
Plug assembly	Type 1 plug as defined under SAE J1772™, plug compartments on eBox shutter
Cable length	24" / 14" / 7.5 m
Backend protocol	eOperate using OCPP 2.0 for residential application and eHome using OCPP 2.0 for residential application
Input power from eClick	up to 10.4 kW (WYE) / up to 12 kW (split phase / center tap delta) (up to 50 A)
Output power	up to 10.4 kW (WYE) / up to 12 kW (split phase / center tap delta) (up to 50 A)
Electrical Protection Class	1
Standby power	6 W
Charging mode	Mode 3 (IEC 61851)
Vehicle communication	Charging current controlled via PWM pilot signal (IEC 61851-2:2017)
Alternative vehicle communication	ISO 15118 ready via PLC
User protection integrated	Integrated AC/DC sensitive GFCI triggering at: 20 mA rms for AC and for DC
Integrated overvoltage protection	according to UL 2231 (ESD/Surge/Burst)
Interaction	LED ring for charging status; 2 status LEDs: authentication / RFID, vehicle link; 1 status LED as touch button Bluetooth
Measured consumption	Current and voltage measured by eBox, power and energy provided with 99% accuracy
Direct communication	Bluetooth Class 1 and 2 (power level)
Backend link	eHome (eCharge app) WLAN with 2.4 GHz b/g/n with WPA2 (axial gain, frequency-dependent, max 4 dB) or LAN or eOperate: SIM-card (frequency- and direction-dependent, max 4.4 dB axial gain)
Authentication / activation	Free charging, eCharge app (smartphone app for iOS / Android) from contracted provider or Direct Payment (credit card / PayPal), Direct Payment via web access
Plug&Charge (ISO 15118)	Yes
RFID authentication	Yes, protocols MIFARE Classic (card and chip) as defined under ISO 14443A, Type V (ISO/IEC 15693/Verbiel)
Charging port number	Charge port number based on shutter

Remark: Android is a trademark of Google LLC.

**VOLTA V4 EVCS CUT SHEET**      SCALE N.T.S.      **19**

**ECLICK DATA CUT SHEET**      SCALE N.T.S.      **20**

**EBOX DATA CUT SHEET**      SCALE N.T.S.      **21**

**NOT USED**      SCALE N.T.S.      **22**

**volta**

155 DE HARO STREET  
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**Kimley»Horn**      New York

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**STOP & SHOP #2545-ORANGEBURG COMMONS PHASE 1**

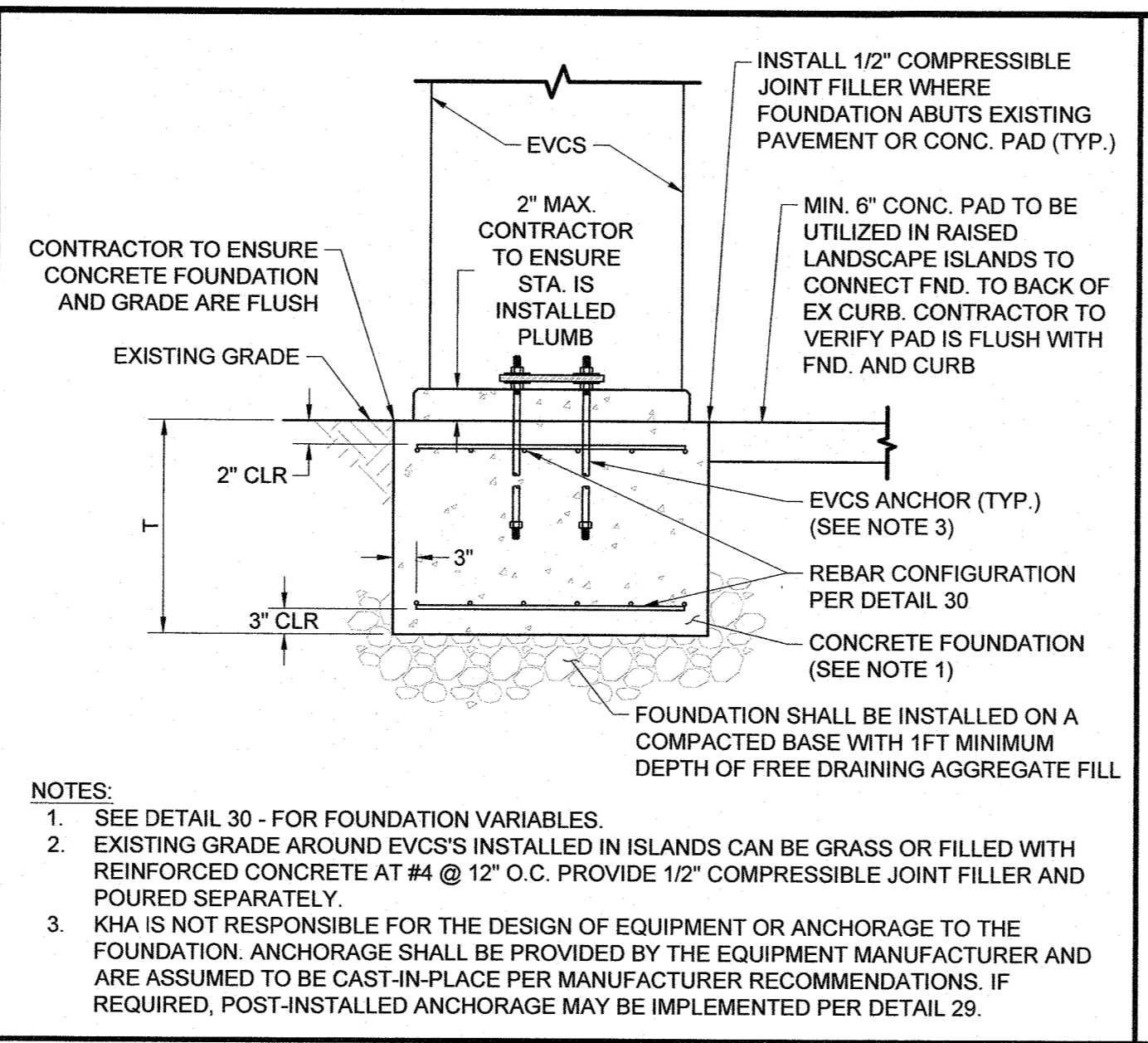
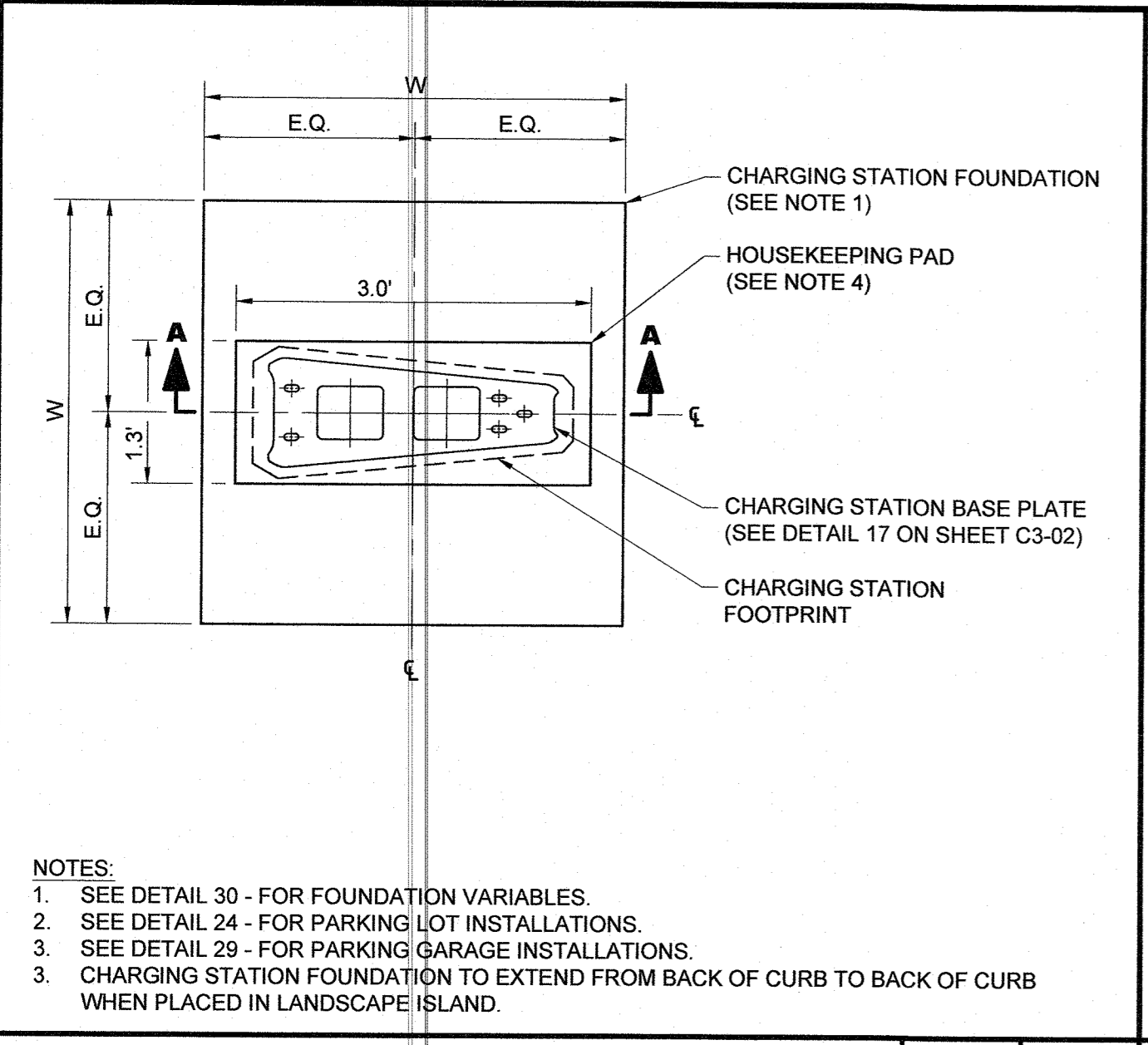
**1 STEVENS WAY ORANGEBURG, NY 10962**

SHEET TITLE  
**SITE DETAILS**

SHEET NUMBER  
**C3-02**



NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES



- NOTES:**
- SEE DETAIL 30 - FOR FOUNDATION VARIABLES.
  - EXISTING GRADE AROUND EVCS'S INSTALLED IN ISLANDS CAN BE GRASS OR FILLED WITH REINFORCED CONCRETE AT #4 @ 12" O.C. PROVIDE 1/2" COMPRESSIBLE JOINT FILLER AND POURED SEPARATELY.
  - KHA IS NOT RESPONSIBLE FOR THE DESIGN OF EQUIPMENT OR ANCHORAGE TO THE FOUNDATION. ANCHORAGE SHALL BE PROVIDED BY THE EQUIPMENT MANUFACTURER AND ARE ASSUMED TO BE CAST-IN-PLACE PER MANUFACTURER RECOMMENDATIONS. IF REQUIRED, POST-INSTALLED ANCHORAGE MAY BE IMPLEMENTED PER DETAIL 29.

<b>V4 EVCS FOUNDATION</b>	SCALE N.T.S.	<b>23</b>
<b>NOT USED</b>	SCALE N.T.S.	<b>27</b>

<b>V4 EVCS FOUNDATION SECTION A-A</b>	SCALE N.T.S.	<b>24</b>
<b>NOT USED</b>	SCALE N.T.S.	<b>28</b>

<b>NOT USED</b>	SCALE N.T.S.	<b>25</b>
<b>NOT USED</b>	SCALE N.T.S.	<b>29</b>

<b>NOT USED</b>	SCALE N.T.S.	<b>26</b>			
<b>EVCS PAD FOUNDATIONS</b>					
CONFIGURATION	WIDTH (W)	THICKNESS (T)	REBAR LAYERS	REBAR SIZE	REBAR QTY. (PER LAYER)
4	3.25	2.50	2	#5	4
<p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>FOUNDATION WAS DESIGNED IN ACCORDANCE WITH 2018 INTERNATIONAL BUILDING CODE (IBC), ASCE 7-16, AND ACI 318-14.</li> <li>PRESUMPTIVE SOILS WERE ASSUMED PER 2018 IBC TABLE 1806.2.</li> <li>FOUNDATION SHALL BE INSTALLED ON COMPACTED SUBGRADE WITH BASE WITH 1FT MINIMUM DEPTH OF FREE DRAINING AGGREGATE FILL (UNLESS OTHERWISE SPECIFIED).</li> <li>VOLTA V4 ELECTRIC VEHICLE CHARGING STATION (EVCS) MAY BE ROTATED AS NEEDED ON PROPOSED FOUNDATION BLOCK.</li> <li>ALL EQUIPMENT ANCHORAGE MAY BE CAST-IN-PLACE OR POST-INSTALLED. ANCHORAGE SHALL BE INSTALLED PER MANUFACTURER SPECIFICATIONS.</li> </ol>					
<b>NOT USED</b>	SCALE N.T.S.	<b>30</b>			

<b>NOT USED</b>	SCALE N.T.S.	<b>31</b>
-----------------	-----------------	-----------

<b>NOT USED</b>	SCALE N.T.S.	<b>32</b>
-----------------	-----------------	-----------

<b>NOT USED</b>	SCALE N.T.S.	<b>33</b>
-----------------	-----------------	-----------

<b>EVCS VARIABLE FOUNDATIONS TABLE</b>	SCALE N.T.S.	<b>30</b>
<b>NOT USED</b>	SCALE N.T.S.	<b>34</b>

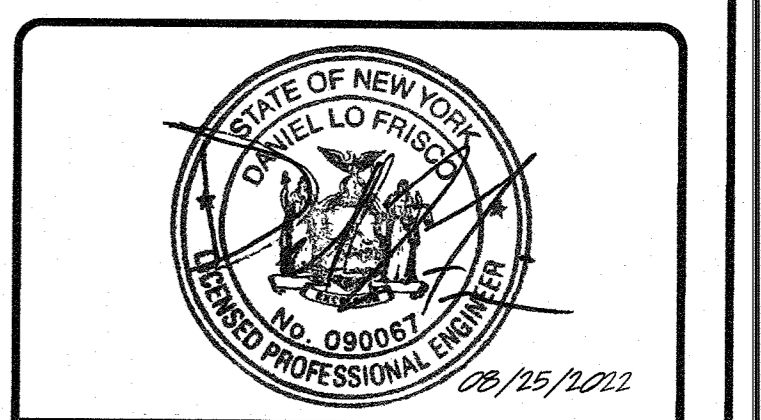
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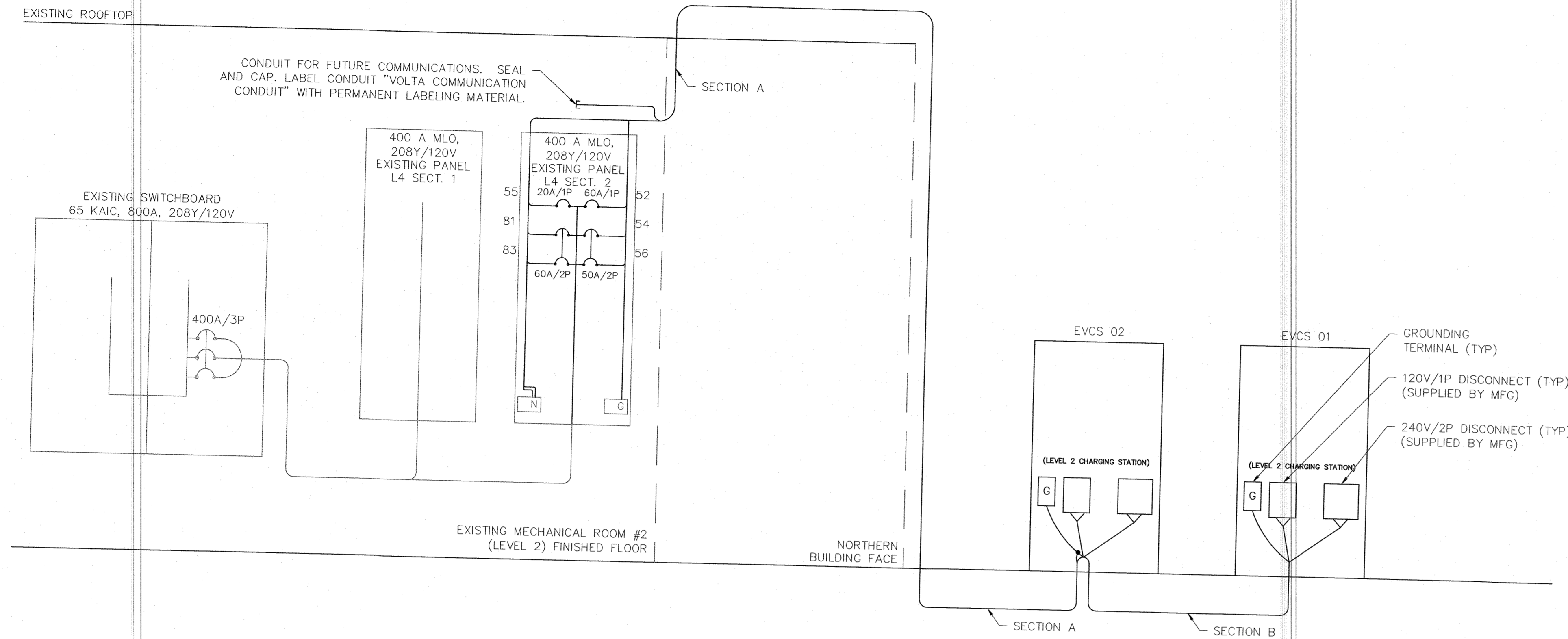


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**STOP & SHOP #2545-ORANGEBURG COMMONS PHASE 1**  
1 STEVENS WAY  
ORANGEBURG, NY 10962

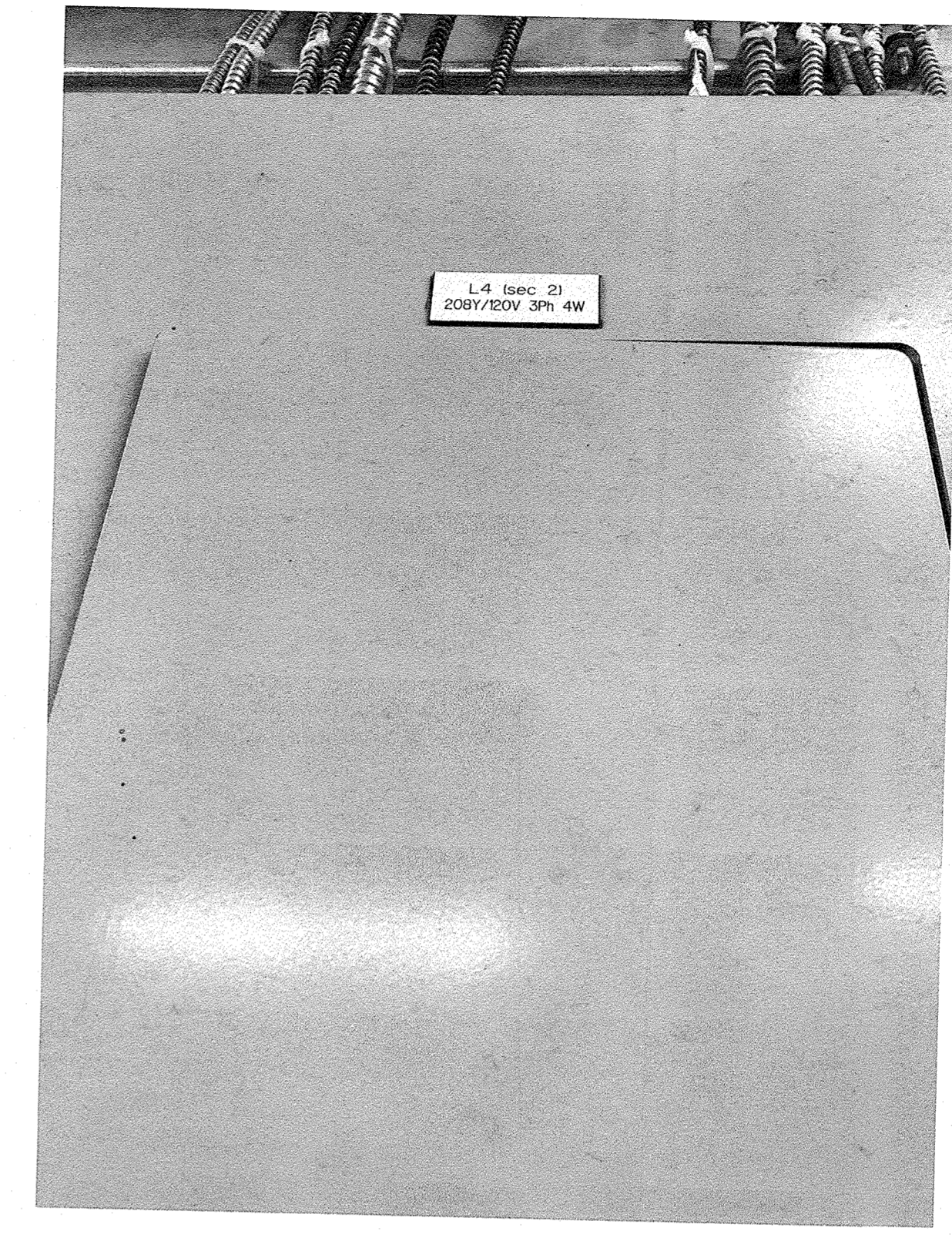
SHEET TITLE  
**SITE DETAILS**

SHEET NUMBER  
**C3-03**



**NOTES:**

- ALL ELECTRICAL WORK AND RELATED ACTIVITIES PERFORMED ON SITE SHALL BE DONE IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE (NEC) STANDARDS BEING ENFORCED BY ALL APPLICABLE JURISDICTIONAL REQUIREMENTS AT THE TIME OF CONSTRUCTION.
- ANY PAVEMENT DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR TO PRE-CONSTRUCTION CONDITIONS OR BETTER.
- CONTRACTOR SHALL USE THWN COPPER CONDUCTORS.
- CONTRACTOR SHALL USE EMT INSIDE AND OUTSIDE ABOVE GRADE WHERE NOT SUBJECT TO DAMAGE. CONTRACTOR SHALL USE RGS INSIDE AND OUTSIDE ABOVE GRADE WHERE SUBJECT TO DAMAGE. CONTRACTOR SHALL USE PVC SCHEDULE 80 UNDER PAVED OR SIDEWALK AREAS AND PVC SCHEDULE 40 IN DIRT OR LANDSCAPED AREAS.
- SEE SHEETS C1-00 AND C2-00 FOR CONDUIT STUB UP LOCATIONS.
- CONTRACTOR TO LOCATE JUNCTION BOX, LINE BOX (LB), OR APPROVED ALTERNATIVE FOR SITE SPECIFIC RUN LENGTHS AND BENDS.



Panel Schedule

Existing Panel L4 Sect. 2 Location: Existing Electrical Room Volts: 208Y/120V Phase: 3 Wires: 4 Hertz: 60

400A MLO Main AIC: N/A Branch AIC: (See Note 3) ENCL. INEMAL 1 MTG. Surface

Description of Load Served	Breaker	Pole	Wire	A/Phase			CKT No.	CKT No.	A/Phase			Wire	Breaker	Pole	Description of Load Served	
				A	B	C			A	B	C					
EXISTING MEAT/SEAFOOD MENU LTG	20	1	EXIST				43	44	2.5			EXIST	20	1	EXISTING PROD MSTRNG SYS	
EXISTING BAKERY MENU LTG	20	1	EXIST		3.2		45	46		8.3		EXIST	20	1	EXISTING FROZEN FOOD RECEP	
EXISTING DELI MENU LTG	20	1	EXIST			3.2	47	48			6.7	EXIST	20	1	EXISTING GONDOLA RECEP	
EXISTING GRABNGO MENU LTG	20	1	EXIST	3.2			49	50	5.0			EXIST	20	1	EXISTING GONDOLA RECEP	
EXISTING PLASTER LTS	20	1	EXIST		1.1		51	52		5.0		See Note 5	20	1	CHARGING STATION EVCS 02	
SPARE	20	1					53	54				See Note 5	20	1	CHARGING STATION EVCS 02	
CHARGING STATION EVCS 01	20	1	See Note 5	5.0			55	56	48.0		48.0	See Note 5	60	2	CHARGING STATION EVCS 02	
EXISTING EF-12	15	1	EXIST		4.4		57	58					20	1	SPARE	
EXISTING PROD SCALE RECEP (OFF)	15	1	EXIST				59	60			10.0	EXIST	20	1	EXISTING SELF CONTAINED FREEZER	
EXISTING EF-05	15	1	EXIST	5.8			61	62	3.3			EXIST	20	1	EXISTING FROZEN FOOD RECEP	
EXISTING CU-5	20	1	EXIST		7.9		63	64		6.7		EXIST	20	1	EXISTING PET TREAT FRZR RECEP	
EXISTING HP TOILED EMERG CALL	20	1	EXIST	3.3		7.9	65	66			6.7	EXIST	20	1	EXISTING COFFEE GRINDER/SPARE	
EXISTING MENS HAND DRYER	20	2	EXIST		13.9		67	68	6.7			EXIST	20	1	EXISTING COFFEE GRINDER/SPARE	
EXISTING LADIES HAND DRYER	20	2	EXIST		13.9		69	70					20	1	SPARE	
EXISTING STORE LEARNING RECEP	20	1	EXIST		13.9		71	72					20	1	SPARE	
WASH AREA RECEP	20	1	EXIST	1.5		4.2	73	74			10.0	EXIST	20	1	EXISTING GAS WATER HEATER	
CHARGING STATION EVCS 01	60	2	See Note 5	48.0			75	76				EXIST	20	1	SPARE	
							77	78				EXIST	20	1	EXISTING WATER CIRC. PUMPS	
							79	80				EXIST	20	1	EXISTING GAS WATER HEATER	
							81	82		5.3			20	1	SPARE	
							83	84					20	1	EXISTING WATER CIRC. PUMPS	
											10.0	EXIST	20	1	EXISTING GAS WATER HEATER	
															Total A/Phase	
							35.9	92.4	77.2							112.3
											65.5	35.3	81.4			140.4

Notes:

- Contracted KVA: 112.3
- Demand KVA: 140.4
- Contractor shall match existing AIC Rating. KVA totals include panels L4-1 and L4-2.
- Where load is labeled "EX" the load is unknown.
- See Voltage Drop Table for conductor sizing.

L2 Conductor Voltage Drop Table Per Charging Station

<150FT	150FT-175FT	175FT-240FT	240FT-275FT	275FT-305FT	305FT-385FT	385FT-440FT	440FT-485FT	485FT-610FT	610FT-700FT	700FT-770FT
(2) #6 AWG + (2) #12 AWG + (1) #10 AWG GND	(2) #4 AWG + (2) #12 AWG + (1) #6 AWG GND	(2) #4 AWG + (2) #10 AWG + (1) #6 AWG GND	(2) #3 AWG + (2) #10 AWG + (1) #6 AWG GND	(2) #3 AWG + (2) #8 AWG + (1) #6 AWG GND	(2) #2 AWG + (2) #8 AWG + (1) #4 AWG GND	(2) #1 AWG + (2) #8 AWG + (1) #4 AWG GND	(2) #1 AWG + (2) #6 AWG + (1) #4 AWG GND	(2) #1/0 AWG + (2) #6 AWG + (1) #3 AWG GND	(2) #2/0 AWG + (2) #6 AWG + (1) #2 AWG GND	(2) #2/0 AWG + (2) #4 AWG + (1) #2 AWG GND

- VOLTAGE DROP TABLE NOTES
- CONTRACTOR SHALL BE RESPONSIBLE FOR DE-RATING CONDUCTORS WHEN 4 OR MORE CURRENT CARRYING CONDUCTORS ARE CARRIED IN THE SAME CONDUIT PER THE NEC.
  - THE DISTANCES IN THIS TABLE ARE TOTAL DISTANCES, NOT HORIZONTAL DISTANCES. INCLUDE VERTICAL RUNS AND JUNCTION BOX COIL LENGTH IN THE TOTAL CONDUCTOR DISTANCE.
  - WHEN MORE THAN ONE CHARGING STATION CIRCUIT CONDUCTORS ARE IN A CONDUIT, USE ONLY ONE SHARED EQUIPMENT GROUND CONDUCTOR.
  - WHEN INSTALLING #1/0 AWG OR LARGER CONDUCTORS FROM THE POWER SOURCE TO EVCS, INCLUDE MULTICONDUCTOR TAPS IN THE CLOSEST JUNCTION BOX PRIOR TO ENTERING THE EVCS OR IN THE EVCS ITSELF SO THAT #6 AWG CONDUCTORS CAN BE TERMINATED IN THE EVCS.

Conduit Schedule

Conduit Section	Conduit #	Conduit Size	Conductors	Installation Method
A	1	2"	(See Voltage Drop Table)	Interior Mount / Surface Mount / Roof Mount / Directional Bore
	2	1"	Future Communications w/ Pull String	
B	1	2"	(See Voltage Drop Table)	Directional Bore
	2	1"	Future Communications w/ Pull String	

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

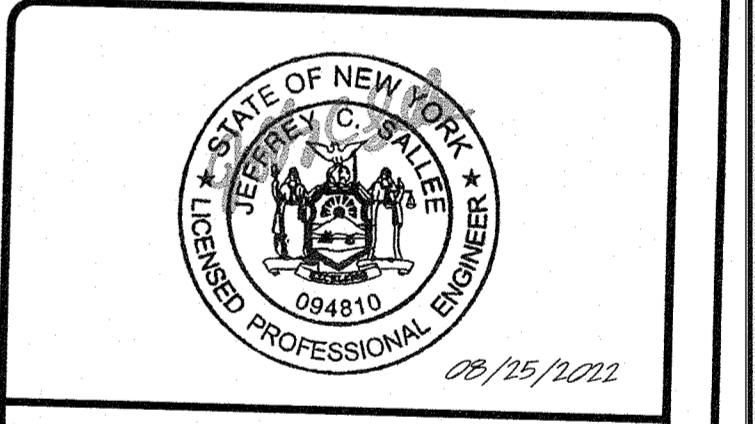
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**STOP & SHOP #2545-ORANGEBURG COMMONS PHASE 1**  
1 STEVENS WAY  
ORANGEBURG, NY 10962

SHEET TITLE  
**ELECTRICAL ONE LINE DIAGRAM & PANEL SCHEDULE**

SHEET NUMBER  
**E1-00**

- NOTES:**
1. A NATIONALLY RECOGNIZED TESTING LABORATORY SHALL LIST ALL EQUIPMENT IN COMPLIANCE WITH ART110.3.
  2. ALL EXTERIOR EQUIPMENT SHALL BE RAIN TIGHT AND APPROVED FOR USE IN WET CONDITIONS.
  3. ALL CONDUCTORS SHALL BE PROVIDED WITH STRAIN RELIEF UPON ENTRY INTO ENCLOSURES.
  4. EACH UNGROUNDED CONDUCTOR SHALL BE IDENTIFIED BY PHASE AND SYSTEM PER ART 210.5.
  5. ALL METALLIC COMPONENTS SHALL BE GROUNDED VIA EQUIPMENT GROUNDING CONDUCTORS.
  6. CHARGING UNITS ARE EQUIPPED WITH AN INTEGRATED CONTACTOR TO PREVENT BACK FEEDING OF POWER TO THE SOURCE.
  7. CONTRACTOR TO FIELD VERIFY MAIN FEED BREAKER SUPPORTING DISTRIBUTION PANEL IS APPROPRIATELY SIZED TO SUPPORT THE LOAD. CONTRACTOR SHALL CONTACT THE ENGINEERING TEAM IMMEDIATELY IF BREAKER IS FOUND TO BE INSUFFICIENT.

- ABBREVIATIONS:**
- A AMPERE
  - AC ALTERNATING CURRENT
  - AL ALUMINUM
  - ART ARTICLE
  - AUX AUXILIARY
  - BLDG BUILDING STRUCTURE
  - CONC CONCRETE
  - CU COPPER
  - DC DIRECT CURRENT
  - EGC EQUIPMENT GROUNDING CONDUCTOR
  - (E) EXISTING
  - EMT ELECTRIC METALLIC TUBING
  - EV ELECTRIC VEHICLE
  - EVSE ELECTRIC VEHICLE SUPPLY EQUIPMENT
  - GALV GALVANIZED
  - GND GROUND
  - HDG HOT DIPPED GALVANIZED
  - I CURRENT
  - KVA KILOVOLT AMPERE
  - KW KILOWATT
  - M METER
  - MAX MAXIMUM
  - MIN MINIMUM
  - N NEUTRAL
  - NEC NATIONAL ELECTRIC CODE
  - NTS NOT TO SCALE
  - (N) NEW
  - OC ON CENTER
  - PL PROPERTY LINE
  - PVC POLYVINYL CHLORIDE
  - RMC RIGID METALLIC CONDUIT
  - SCH SCHEDULE
  - SS STAINLESS STEEL
  - TYP TYPICAL
  - V VOLT
  - W WATT
  - XFMR TRANSFORMER

- ELECTRICAL NOTES:**
1. ALL ELECTRICAL WORK AND RELATED ACTIVITIES PERFORMED ON-SITE SHALL BE DONE IN ACCORDANCE WITH NATIONAL ELECTRIC CODE (NEC) STANDARDS BEING ENFORCED BY ALL APPLICABLE JURISDICTIONAL REQUIREMENTS AT THE TIME OF CONSTRUCTION.
  2. CONDUIT PATHS ARE REPRESENTATIVE ONLY. EXACT CONDUIT PLACEMENT TO BE DETERMINED ON SITE BASED ON FIELD CONDITIONS.
  3. PRIOR TO DRILLING, CONTRACTOR SHALL VERIFY THICKNESS OF EXISTING CONCRETE WALL IS AT LEAST 9" AND THAT 6" ANCHOR EMBEDMENT CAN BE PROVIDED.

**ELECTRICAL NOTES & ABBREVIATIONS**

**NOT USED**

SCALE  
N.T.S.

**5**

**ROOFTOP CONDUIT SUPPORT**

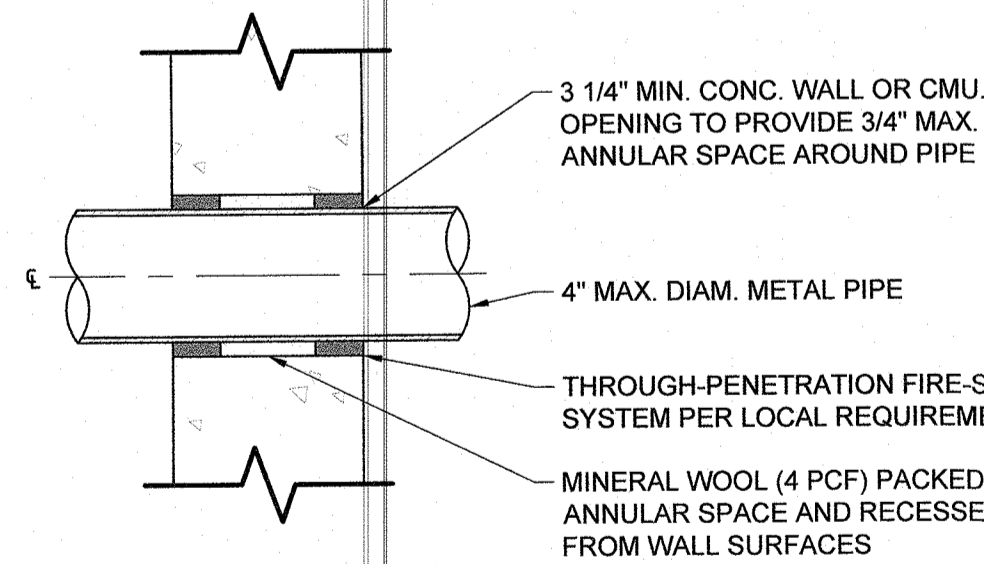
SCALE  
N.T.S.

**6**

**BORE PIT**

SCALE  
N.T.S.

**7**



**CONCRETE WALL PENETRATION**

- NOTES:**
1. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS WHEN DRILLING INTO EXISTING CIP SLAB AND CIP DROP PANELS TO AVOID DAMAGE TO ANY REINFORCING AND EXISTING STRUCTURAL COMPONENTS.
  2. USE APPROVED ASTM METHOD (X-RAY, PACOMETER, GPR, ECT.) TO LOCATED MILD STEEL AND PRE-STRESSING TENDONS PRIOR TO DRILLING. DO NOT CUT OR DRILL THROUGH ANY EXISTING REINFORCING. ADJUST LOCATION AS NECESSARY TO AVOID EXISTING REINFORCING.
  3. ALL PENETRATIONS MUST BE LOCATED A MINIMUM OF 18" AWAY FROM THE EDGE OF CONCRETE. CONTACT EOR IF VARIANCE IS REQUESTED.
  4. PENETRATIONS THROUGH WALLS AND FLOORS SHALL COMPLY WITH THE LOCAL AHJ LATEST BUILDING CODE CHAPTER 7 FIRE AND SMOKE PROTECTION FEATURES SECTIONS 709.6 AND 714.

**PENETRATION DETAIL**

SCALE  
N.T.S.

**8**

**WALL CONDUIT MOUNT STRAP**

SCALE  
N.T.S.

**9**

**NOT USED**

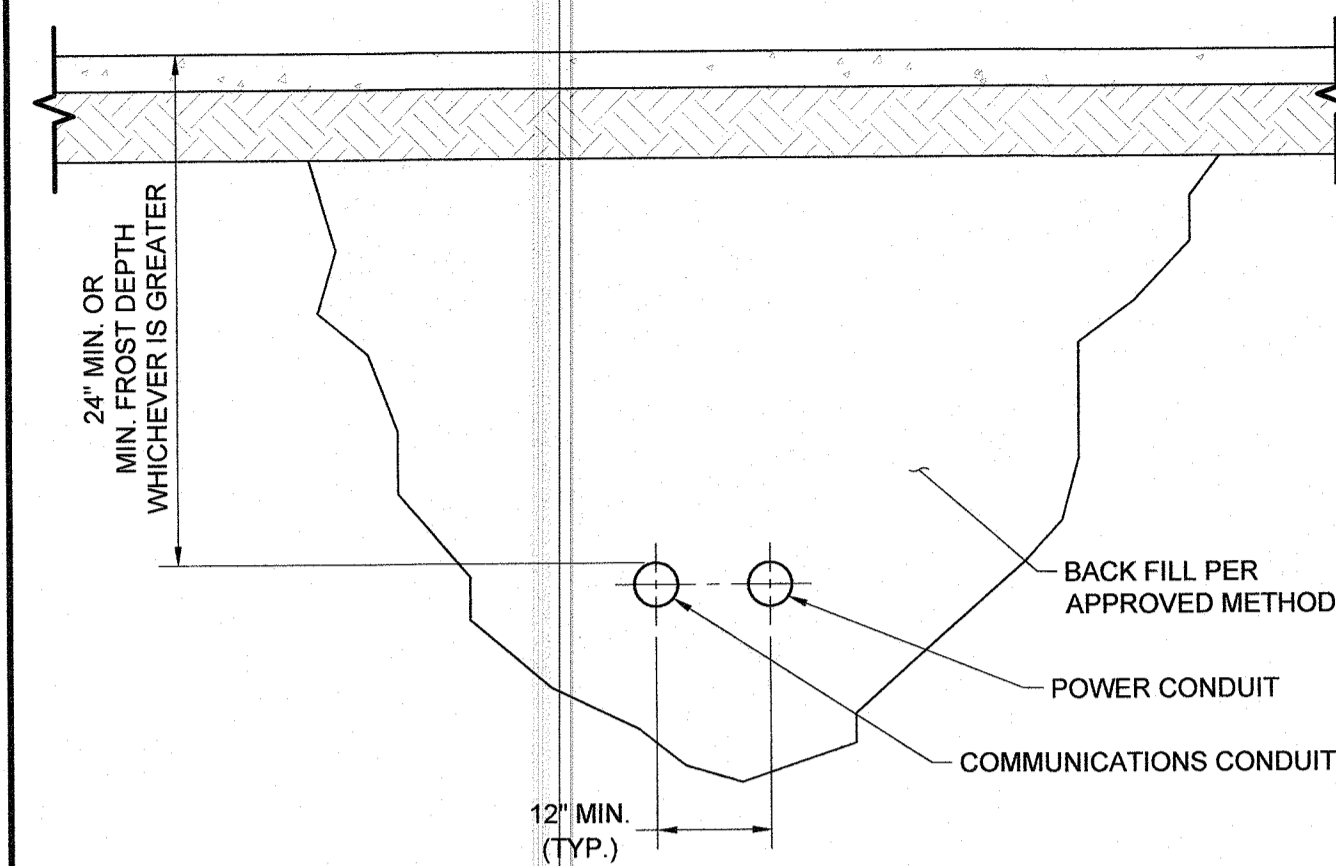
SCALE  
N.T.S.

**10**

**NOT USED**

SCALE  
N.T.S.

**11**



- NOTE:**
1. EXACT CONDUIT DIAMETERS MAY VARY UPON INSTALLATION. REFERENCE CONDUIT SIZE PER THE CONDUIT SCHEDULE.
  2. REFER TO DETAIL 7 FOR BORE PIT DETAIL.

**NOT USED**

SCALE  
N.T.S.

**2**

**BORE SECTION**

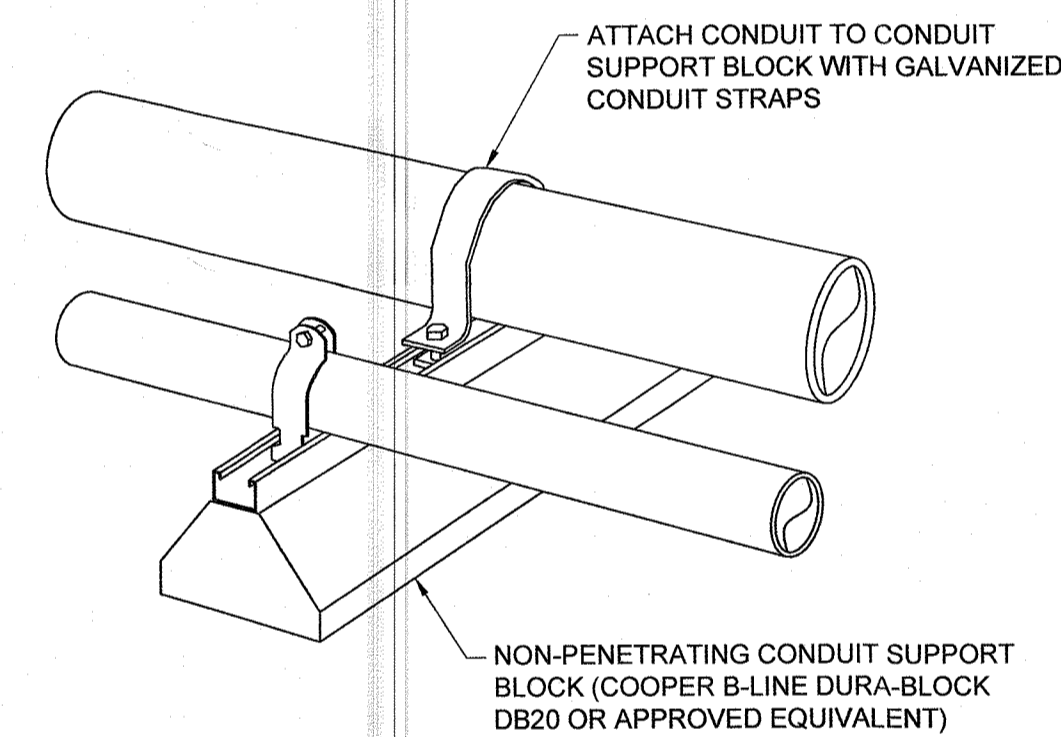
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**3**

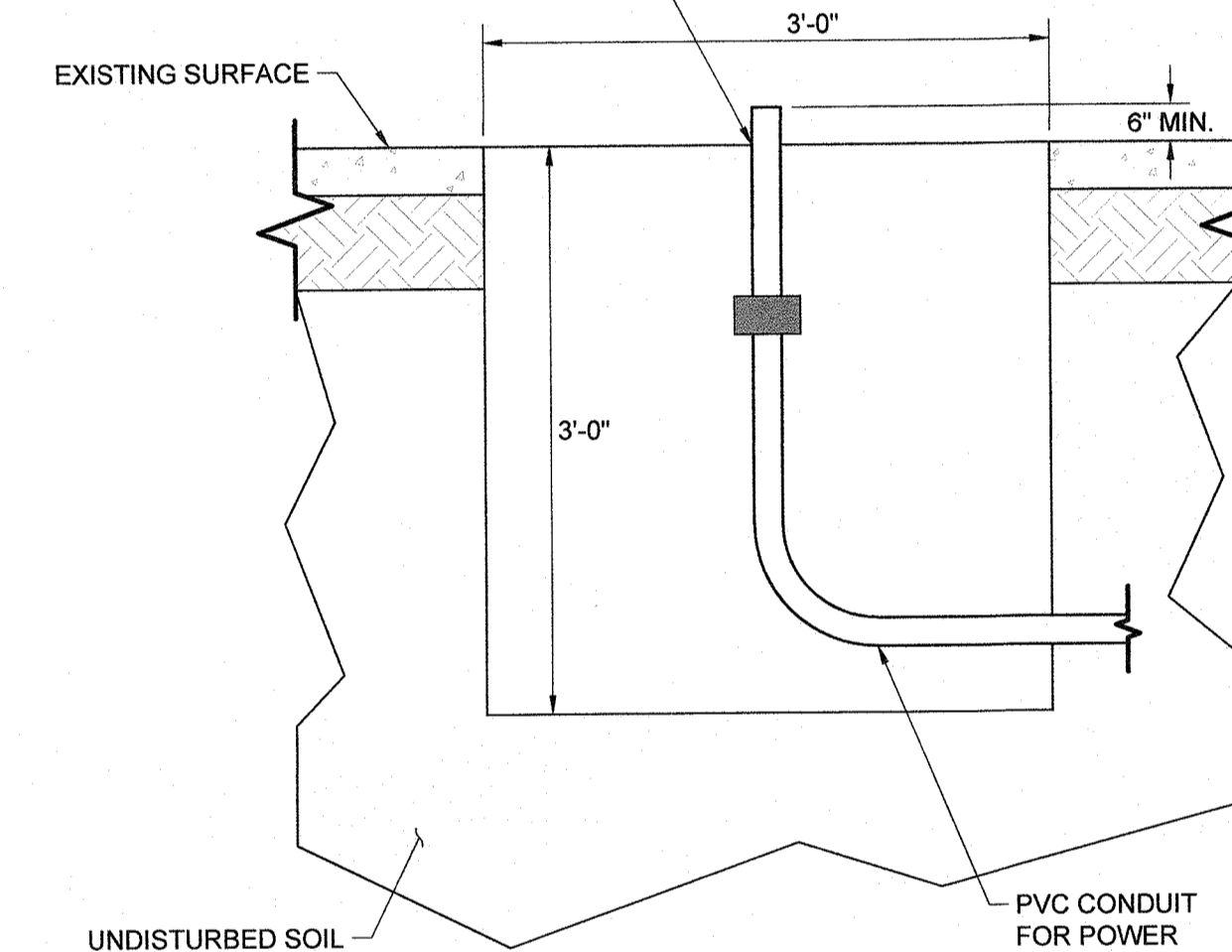
**NOT USED**

SCALE  
N.T.S.

**4**



TRANSITION FROM PVC TO RMC FOR ANY EXPOSED CONDUIT AT GRADE TO STUB UP



- NOTE:**
1. EXACT CONDUIT DIAMETERS MAY VARY UPON INSTALLATION. REFERENCE CONDUIT SIZE PER THE CONDUIT SCHEDULE.

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**STOP & SHOP #2545-ORANGEBURG COMMONS PHASE 1**

**1 STEVENS WAY ORANGEBURG, NY 10962**

SHEET TITLE

**ELECTRICAL NOTES & DETAILS**

SHEET NUMBER

**E2-00**

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