



## PROJECT DESCRIPTION

Updated 9-20-11



### CTUIR TRANSIT & FLEET MAINTENANCE FACILITY

CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION

SEDER ARCHITECTURE + URBAN DESIGN

SEPTEMBER 1, 2011

The **Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transit & Fleet Maintenance New Facility** will be constructed on Reservation lands approximately 4 miles east of Pendleton, Oregon. These two completely new buildings and associated site improvements will be on a nearly-level, totally unencumbered and undeveloped 4.65 acre +/- site. The site is located to the west of the new Ti'Mine Way, a paved two-lane access drive serving the new CTUIR Nixyaawii Governance Center and the CTUIR Public Safety Facility.

Ti'Mine Way will also provide the sole access to the new Transit & Fleet Maintenance Facilities. All required utilities are currently located under and adjacent to Ti'Mine Way. Immediately to the south and in part accessed thru the Transit & Fleet Maintenance Site, will be the D.O.S.E site improvements.

The northern half of the site will be solely for the parking of CTUIR Fleet vehicles and private vehicles of employees, and may feature large arrays of elevated solar PV panels, both producing power and shading parked vehicles. The Southern site on which this project is located, will contain the two major new building facilities, parking and vehicle access and maneuvering space, a variety of storage and materials handling and space for a future third major building.

In general, the site and facilities will house, clean and maintain the CTUIR vehicle transit fleet, public works equipment, and Tribal vehicles which are expected to expand to perhaps 160 total vehicles. Maintenance will consist of tire changes and repairs, lube, oil changes, bearings, brakes and other minor and incidental maintenance, as well as regular and thorough cleaning. Body and fender work may also occur.

For the construction and outfitting of the project, all purchases possible will be off government GSA contracts when of benefit to the owner. The project will be open bid to qualified general contractors.

### **CTUIR TRANSIT & FLEET MAINTENANCE SOUTH SITE:**

**SITWORK:** All Civil and other sitework, with exception as noted below, will be constructed by the owner, the CTUIR. However, general site improvements are shown and labeled on the drawings for general information of the contractor and building team. In addition to a variety of underground utilities, the site will feature pedestrian walkways, benches, site lighting, irrigated landscaped areas, and "bio-swale" type area(s) for roof and site stormwater runoff handling. A feature pond at the entry drive and walkway may be developed as well. Certain on and above-grade sitework immediately adjacent to the two main buildings in the contract, is also to be constructed by the general contractor.

**TRANSIT BUILDING:** The Transit Building will be the primary vehicle maintenance and service building for the CTUIR Bus Fleet and all other owner vehicles. The 120 foot x 50 foot building features three full

vehicle bays, a service and storage bay, two storage/multi-use mezzanines, a projecting roof sheltering outdoor vehicle service area, and an open air screened area for outdoor storage, trash and recycling. The easternmost bay of the building contains office and lounge space for staff and vehicle drivers, restrooms, entries and office and kitchenette and other casework.

**Floors:** Slab on grade at main level, varying thickness with more depth in vehicle areas. No service pits, jacking systems nor other major recesses in floor slabs. In-slab hydronic heating system fired by waste-oil fired boiler. Plywood over truss-joists at both mezzanines. Smooth concrete floor finish, except vinyl at office, restrooms and both mezzanines. Carpet in private office, walk-off carpeting in entries. Bio-filtration system.

Broom-finish concrete slab on grade for sidewalks and the exterior vehicle and walk areas under projecting roofs and in exterior screened storage areas.

**Walls:** Insulated Concrete Form (I.C.F.) 8" and 10" walls at all exterior walls and at first floor wall separating office bay from vehicle and service bays. Metal stud non-structural walls at office, restrooms, stairs, etc. Sound insulation at restroom walls. Exposed steel columns supporting projecting roofs at two entries, back service entry and at south roof projection for exterior vehicle maintenance. Exterior wall finish CMU masonry veneer at lower wall wainscot, painted or pre-finished hardi-plank at upper walls, with varying wainscot height. Painted MDO plywood at interior walls in vehicle service bays. Rubber base at office & restroom bay and at both mezzanines.

Walls around exterior screened storage areas east of but continuing the building walls, will be full CMU or masonry, un-insulated walls, flush to exterior face with the north and south building walls, continuing the building wainscot around these areas.

**Roofs:** Exposed wood trusses bearing on ICF walls. 4in 12 roof pitches typical, with 16 foot eave height at main roof and 14 foot eave height at side roof over outdoor service area. Typical 30" eave extension, no exterior soffits. Structural Insulated Panel System (SIPS) vaulted ceilings throughout, over double-height vehicle bays and over each mezzanine. Standing seam metal roof, hidden fastener, 12-in. rib spacing, 26-gauge or thicker. Painted metal gutter and downspout system with heat tape and snow-guards at eaves.

**Ceilings:** Lay-in acoustic tile ceilings at 9'-0" at office, entry and adjacent hallway spaces. Gyp board ceilings at restrooms. Painted wafer board ceilings at Main Maintenance Shop and mezzanines as underside of SIPS roof. No ceiling, painted exposed structure under West Mezzanine except gyp board at Mech Room ceiling.

**Windows:** Double-glazed storefront aluminum at building entry window walls at each main entry vestibule, and at all other exterior windows.

**Doors:** Storefront aluminum at main entries (s). Aluminum knock-down (Timely) frames and wood doors in office and restroom areas. Hollow steel doors and frames at all other exterior doors, and at both doors between vehicle bays and office/entries. Steel chain link gates, hinged and locking, at exterior screened storage areas on east side of building.

**Sectional (Garage) Doors:** Overhead sectional roll-up doors (6 total), insulated, power operated. Continuous level of windowed panels at eye level across each door.

**Mechanical HVAC:** Heating and air conditioning at office and restroom spaces. Heating only, at service and storage bays and mezzanines, with overhead infrared heating supplementing oil-burner fired, in-slab hydronic system. Gas-fire infrared heating system at overhead doors.

Flexible exhaust duct open system for hookup to vehicle exhausts and to welding set ups within portable welding screen areas.

Compressed air system servicing vehicle bays. Waste oil burning system to accept site-produced and imported waste oil and to heat hydronic in-floor system.

**Electrical:** Normal to facility type, with all special circuiting and load requirements. High levels of direct/indirect lighting in vehicle and service bays. Lighting in offices, restrooms, entries and under roof of exterior vehicle maintenance area. Lighting in screened outdoor storage. Fire alarm and smoke detection systems. Electrical conduit can be exposed to view in vehicle and service bays and in the two mezzanines.

Communications and telecom/computer systems at office and East Mezzanine. Illuminated exit signs, emergency lighting.

**Plumbing:** As required for building systems and support. Restrooms, sinks, etc. as indicated. Drinking fountains, emergency eye and body wash stations, oil separation for waste water from vehicle bay drains. At this time, the building will not be fire sprinklered. Exterior frost-proof hose bibs. Water, power and compressed air combo reels at walls between the overhead doors at each vehicle bay on interior and between garage doors at exterior roofed service area.

**Miscellaneous Architectural:** Corner guards throughout interior. Protective concrete filled painted steel bollards at all exterior building and screen wall corners, columns and at walkways intersecting vehicle areas. Steel storage shelving and work tables by owner, throughout Service bay and mezzanines. Full restroom furnishings and accessories. Pre-fab ADA shower in one restroom. "Ship's ladder" steep stair to West Mezzanine, steel stair to East Mezzanine. Rubber stair treads on each. Steel railings at each mezzanine with swing-back openable rail sections for loading and unloading storage. Steel railings at both mezzanine access stairs.

**Owner-supplied and other systems:** The owner will supply a number of fixed and non-fixed systems that connect to building systems and provide the actual vehicle service and maintenance functions. There will be future solar PV panel system, mounted to south facing major roofs of the building.

**BUS BARN:** The Bus Barn consisting of twenty 12' x 30' open bays in two rows, will be an open-air, roofed structure housing the CTUIR Transit System buses and possibly other vehicles. The facility will be an unheated 60' x 120' structure, with exterior finish materials the same as the Transit Building.

**Floors:** Exposed broom-finish concrete slab with perimeter linear drains at vehicle entries.

**Walls:** End walls (north and south walls) ICF system to match exterior of Transit Building walls. Exposed 8" square steel columns at 24' o.c. on concrete sonotube bases, to support roof structure.

**Roof:** Similar construction to Transit Building. 30" eaves at 14' above slab. No soffits. Gutter, downspout and snow guard systems same as Transit Building.

**Systems:** Stub plumbing to east wall. No fire sprinklers. Lighting as indicated. Future Solar PV system mounted to the south-facing portion of the Bus Barn roof similar to Transit Building. Protection bollards per Transit Building.

**FUTURE BUILDING(S):** The pad area designated for a future building or buildings will be undeveloped at this time.



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