

TIP ID: 11266

VERSION: 1

STATUS: In Progress - Application

LAST MODIFIED BY: Taylor Johnson LAST MODIFIED DATE: 11/19/2020

TIP Programming

Obligation

Map

Project IDS

Documents

Amendment History

## Administrative Area

Detail

CALL FOR PROJECTS TIP ID APPROVED FINAL DATE

20-13 CFP 2020

Access the following links for additional guidance and to download required application documents:

STBG-UZA: ACOG's STBG-UZA Project Scoring Criteria Dashboard

Public Fleet: ACOG's Fleet Conversion Grants webpage

Air Quality Small Grant: ACOG's Air Quality Grants webpage

## Project Information

PROJECT TITLE [Spell Check](#)

Two (2) Electric Vehicle Chargers

PROJECT DESCRIPTION [Spell Check](#)

The City of Norman desires to complete two (2) electric vehicle charging station projects to be able to charge electric transit vehicles and provide a charging opportunity to the public. Attached are two exhibits depicting the proposed improvements with routing of the charging infrastructure at the transit bus yard and the City's CNG fueling facility. The completion of these projects will be in accordance with any NEPA requirements and will enable the City of Norman to continue to progress to meet the goals of the City's 2009 Alternative Fuel Policy. In addition, this project is in line with City Council Resolution R-1718-120, commonly known as Ready for 100, committing the City to strive for 100 percent renewable energy sources.

This infrastructure improvement will install two (2) electric vehicle chargers and associated equipment. The City recently received notification that it will be the recipient of Volkswagen Settlement funds from the Oklahoma Department of Environmental Quality to assist in procuring an electric transit bus. One charger will be installed at the City of Norman's transit yard, currently under construction at 1301 Da Vinci Street. This charger will be dedicated to charging this electric transit vehicle and future vehicles. The second charger will be installed just north of the transit yard and fleet maintenance facilities at the City of Norman's CNG Public Fueling Facility. The second charger will be open to the public and serve as a backup for the transit operations. Future EV charging expansion has been considered at both sites and this project will not interfere with those efforts.

If funding is limited, the City is proposing that the charging infrastructure at the transit yard as Priority 1 at a total cost of \$109,000; and the second charger at the CNG fueling station as Priority 2, at a total cost of \$109,000.

The City of Norman will provide a 27% local match towards the \$218,000 total project cost or a 27% local match towards the \$109,000 Priority 1 Project Cost. The Project Budget and Budget Justification contains more details on the various costs components involved with these projects.

PRIMARY PROJECT TYPE

Alternative Fuel Infrastructur

CAPACITY

No

TCM

No

LEAD AGENCY

Norman

COUNTY

Cleveland

MUNICIPALITY

Norman

SYSTEM

Transit

LOCATION TYPE

Point location

NEAREST CROSS STREET

Da Vinci Street at Flood

[Map](#)[\[REMOVE LOCATION\]](#)

SYSTEM

Transit

LOCATION TYPE

Point location

NEAREST CROSS STREET

Goddard Avenue at Flood

[\[ADD NEW LOCATION\]](#)

## Proposed Funding Information (\$0)

Funding History

\*\*Fund Match Warning in FY2021\*\*

FFY (OCT-SEPT)	FUND TYPE	IMP	CON	ENG	TOTAL	
2021	Congestion Mitigation and Air Quality (Public Fleet)	\$112,000	\$48,000	\$0	\$160,000	x
2021	Local Match	\$42,000	\$0	\$16,000	\$58,000	x
					\$0	
					\$0	

FFY 2021	IMP	CON	ENG	TOTAL
Congestion Mitigation and Air Quality (Public Fleet)	\$112,000	\$48,000	\$0	\$160,000
Local Match	\$42,000	\$0	\$16,000	\$58,000
GRAND TOTAL	\$154,000	\$48,000	\$16,000	\$218,000

☒ ESTIMATED TOTAL PROJECT COST IS EQUAL TO TOTAL PROGRAMMED \$

## Project Questions

- ☒ Applicant understands and agrees to the Clean Air Grant Guidelines
- ☒ Applicant is currently an active member of ACOG's Central Oklahoma Clean Cities Coalition

**acog** Project Tools Reports Other Tools  Advanced

TIP ID: 11266 VERSION: 1 STATUS: In Progress - Application  
LAST MODIFIED BY: Taylor Johnson LAST MODIFIED DATE: 11/19/2020

☐ High Capacity Public and/or Private Access Infrastructure

☒ Medium Capacity Public and/or Private Access Infrastructure

☐ Time-Fill Private Access Fleet Facility Infrastructure

☐ Section 4, 5, and 6 of the application has been completed

☒ Alternative Fuel Infrastructure documentation has been uploaded:

☐ Preliminary Environmental Assessment File

☒ Alternative Fuel Infrastructure Budget documentation

☒ Alternative Fuel Infrastructure Budget Support documentation

☐ This project contains Alternative Fuel Vehicles/Equipment:

☐ Number of Light Duty Dedicated AFVs

☐ Number of Heavy Duty Dedicated AFVs

☐ Number of Light Duty Hybrid and/or Plug-in Hybrid Vehicles

☐ Number of Heavy Duty Hybrid and/or Plug-in Hybrid Vehicles

☐ Number of dedicated Alternative Fuel Commercial/Industrial Mowing Equipment

☐ Sections 7, 8, and 9 of the application have been completed

☐ Alternative Fuel Vehicle documentation has been uploaded:

☐ Vehicle Retirement and Replacement Tables

☐ Dedicated AFVs and Hybrid Vehicles budget

☐ Dedicated AFVs and Hybrid Vehicles budget support documentation

☒ Other required documents have been uploaded:

☒ Assurances and Resolutions

☐ Idle Reduction and Telematics Strategies (signed) documentation (if applicable)

Change Reason

All Comments

☐ COMPLETE PROJECT

☐ DELETE PROJECT

☐ DELAY PROJECT

☒ NEW PROJECT

NARRATIVE - **GUIDANCE**

PROJECT CHANGES (FROM PREVIOUS VERSION): Local Match  
▶ Add funds in FFY 21 in ENG/CE for \$16,000 IMP for \$42,000  
Congestion Mitigation and Air Quality (Public Fleet)  
▶ Add funds in FFY 21 in CON for \$48,000 IMP for \$112,000  
*Total project cost \$218,000*

Save

Save As Final

Save and Submit

## SECTION 6 – FUELING INFRASTRUCTURE PROJECT BUDGET AND BUDGET JUSTIFICATION

### Alternative Fuel Infrastructure:

Use this table as a summary. If you need to include additional cost classifications and budget detail, please modify this budget summary, as necessary. All infrastructure project budgets must be supported by itemized price quotes to be submitted as supporting documentation.

This table is for fueling/charging infrastructure only. **Do not** include alternative fuel or hybrid vehicle projects in this budget summary table.

	CONSTRUCTION COST CLASSIFICATION	TOTAL COST	Local (Applicant) Share	Federal (CMAQ) Share
1.	Administrative and legal expenses	\$00.00	\$00.00	
2.	Land, structures, rights-of-way, appraisals, etc.	\$00.00	\$00.00	
3.	Architectural and engineering fees	\$00.00	\$16,000.00	
4.	Other architectural and engineering fees	\$00.00	\$00.00	
5.	Project inspection fees	\$00.00	\$12,000.00	
6.	Site work	\$00.00	\$10,000.00	
7.	Demolition and removal	\$00.00	\$00.00	
8.	Miscellaneous	\$00.00	\$20,000.00	
9.	Construction	\$00.00	\$00.00	\$48,000.00
10.	Equipment	\$00.00	\$00.00	\$112,000.00
11.	<b>SUBTOTAL COSTS</b>	<b>\$00.00</b>	<b>\$58,000.00</b>	<b>\$160,000.00</b>
12.	Project income	\$00.00	\$00.00	\$00.00
13.	Other awards, incentives, rebates, transferred tax credits or pass-through incentives that will be utilized in this project	\$00.00	\$00.00	\$00.00
14.	<b>SUBTOTAL INCOME AND INCENTIVES</b>	<b>(\$00.00)</b>	<b>(\$00.00)</b>	<b>(\$00.00)</b>
15.	<b>TOTAL COSTS</b>	<b>\$00.00</b>	<b>\$58,000.00</b>	<b>\$160,000.00</b>
16.	Local Share <sup>1</sup> (see Note below. Must equal minimum 20 percent of Total)		27% of Total Costs	
17.	Federal Share <sup>1</sup> (see Note below. Cannot exceed 80 percent of Total)			73% of Total Costs

### Note:

1 Eligible public sector projects can be funded at a ratio of up to 80 percent federal funds and 20 percent local share for installation costs and capital investments in alternative refueling/recharging infrastructure

### Instructions for completing the Alternative Fuel Infrastructure Project Budget Summary Table

Line 1 – Enter estimated amounts needed to cover administrative expenses. Do not include costs which are related to the normal functions of government. Allowable legal costs are generally only those associated with the purchase of land on which the infrastructure project will be constructed and certain services in support of construction of the project.

Line 2 – Enter estimated site and right(s)-of-way acquisition costs (this includes purchase, lease, and /or easements).

Line 3 – Enter estimated basic engineering fees related to construction (this includes start-up services and preparation of project performance work plan).

Line 4 – Enter estimated engineering costs such as surveys, tests, soil borings, etc.

Line 5 – Enter estimated engineering inspection costs.

Line 6 – Enter estimated costs of site preparation and restoration which are not included in the basic construction contract.

Line 8 – Enter estimated miscellaneous costs.

Line 9 – Enter estimated costs of the construction contract.

Line 10 – Enter estimated costs of the equipment defined as AC Level 2, and DC quick charge Level 3 Electric Vehicle Supply Equipment (EVSE) directly related to charging electric batteries in highway-speed, plug-in electric vehicles and to metering electric vehicle fuel usage (in KWh); or equipment directly related to the compression of natural gas, and equipment directly related to the storage, dispensing and metering of compressed natural gas (CNG), or liquefied propane gas (LPG) into a motor vehicle.

Line 11 – Total of items 1 through 10.

Line 12 – Enter estimated program income to be earned during the grant periods, i.e. fuel sales at public access stations or percentages of fuel sales that will accrue to the grantee.

Line 13 – Enter the total dollar amount of all incentives and other awards to be applied to this project.

Line 14 – Enter the total of lines 12 and 13.

Line 15 – Subtract line 14 from line 11.



November 19, 2020

Taylor Johnson  
Public Transit Coordinator  
City of Norman  
201 A West Gray Street  
Norman, OK 73069

RE: ACOG Grant Package for EV Charging Infrastructure

Mr. Johnson:

Please see below a cost breakdown for the various items that will be needed to install a new EV charging station at the Norman Transit facility and at the Norman Public Access CNG Station. We expect both locations to have equal installation costs, so this budget breakdown will apply at each site. I have this listed below in categories for what would be the Local Applicant Share and then what would qualify for the Federal CMAQ Share. So that would be the City match and then the fully reimbursable items from the ACOG grant:

1. Architectural and Engineering Fees (Design and Construction Plans) -	\$ 8,000
2. Project Inspection Fees (Construction Phase Services / Site Visits) -	6,000
3. Site Work (Clearing and Minor Grading) -	5,000
4. Miscellaneous Costs (OG&E Transformer and Service Tap Fees) -	<u>10,000</u>
Subtotal Costs (match by City of Norman) =	\$ 29,000
1. Construction Activities (Contract Installation Labor / Electrician) -	\$ 24,000
2. Equipment (ABB Terra 54 50kW Unit from OK Statewide Contract) -	36,000
3. Additional Equipment (Associated Conduits / Conductors / Switchgear) -	<u>20,000</u>
Subtotal Costs (Labor and Equipment) =	\$ 80,000
Total EV charger installation (per site) =	\$109,000
City of Norman Match =	27%
Total Project Application Request =	\$218,000
Total ACOG Grant Award Request =	\$160,000

Please use this cost breakdown to justify your Grant application package this week. We look forward to providing engineering support services to you once the Grant award amounts have been determined. Thanks again,

John H. Bolte, PE  
Principal



216 S. Main Street • PO Box 1538 • Joplin, MO 64802  
Ph: 417.624.2333 • Fax: 417.624.2441  
[www.small-arrow.com](http://www.small-arrow.com)

**Statewide Contract:** SW0797C  
**Solicitation # :** 0900000377-Rebid  
**Statewide Contract Title:** American with Disabilities Act Compliant Transit Buses

**Addendum Two Request**

**Instructions:** The Office of Management and Enterprise Services Central Purchasing Division (OMES-CP) is requesting that vendors provide a description and the cost of Add-On Option(s) not previously provided in vendors response to the referenced solicitation. OMES-CP is also requesting to add language to the Special Provisions of this contract.

**Proposed Add-on Options\***

	Model #, if applicable	Description	Unit Cost
1		AED Defibrillator kit	\$ 1,675.00
2		Wall mounted hand sanitizer dispenser	\$ 96.00
3		OEM 4-wheel drive option	\$ 6,415.00
4		Reverse sensing system	\$ 336.00
5		Front and rear split-view camera (incl. side sensing and rear sensing)	\$ 580.00
6		Adaptive Cruise Control	\$ 518.00
7		Blind spot information system	\$ 626.00
8		Side sensing system	\$ 540.00
9		Speed limitation - 70 MPH fixed governed top speed	\$ 92.00
10		Fog lamps	\$ 119.00
11		EZSafe upgrade, base system, incl.1st w/c position	\$ 7,620.00
12		EZSafe upgrade, each additional w/c position	\$ 840.00
13		EZSafe folding, removable single seat	\$ 750.00
14		EZSafe W/C 3pt safety belt (required when a folding seat is not ordered)	\$ 630.00
15		EZSafe overhead console with LED perimeter lighting	\$ 860.00
16		Solar powered battery tender	\$ 975.00
17		Upgrade to battery electric full size van - Green Power EV Star	\$ 148,471.00
18		Upgrade to Green Power EV Star Transit Plus (bus body)	\$ 185,741.00
19		19 KW Level 2 Charger for EV Star	\$ 9,450.00
20		50 KW DC Fast Charger for EV Star	\$ 36,000.00
21		Low Floor Bus Body option (ARBOC SOI)	\$ 41,400.00
22		Bus Body Option (Starcraft Starlite)	\$ 5,644.00
<b>CWI Digital - MOBILE DIGITAL VIDEO RECORDERS - ACCESSORIES</b>			
23		Panic Button - Momentary Switch (h.264-PBT)	\$ 62.50
24		h.264 Spare Tray / Includes Hard Drive (h.264-TRAY-D)	\$ 319.50
25		External LED Indicator (h.264-MINI-CP)	\$ 187.95
26		Built-In 802.11 B/G/N - Internal WiFi kit built into the DVR - for connection to WiFi networks (h.264-WIFI-N)	\$ 179.45
27		Lock Box Only (h.264-LOCK-H4H)	\$ 198.00
28		Seagate 500GB 7200 RPM 2.5 in. SATA-HDD (500 GB SATA HDD)	\$ 124.00
29		Seagate Momentus 1TB 5400 RPM 2.5" SATA 3.0Gb/s (1TB SATA HD)	\$ 149.00

Category Q - Mobility Trans

30		Automatic Download Software Ver 3.X (1 license per asset) - 1XFEE - Used with h.264-WIFI-N radio for WiFi network connectivity - offload video files over the WiFi network upon connection (ADSV3CAL)	\$ 108.95
<b>HEALTH &amp; SAFETY/DECONTAMINATION EQUIPMENT OPTIONS</b>			
31		AeroClave RDS 3110T Decontamination kit (Incl. RDS 3110T, APA, Tripod, Data Logger, and shipping to end user)	\$ 15,507.00
32		AeroClave ADS On Board Decontamination System (incl. Compressor and Data Logger, shipping)	\$ 8,599.00
33		Installation of ADS system in vehicle	\$ 400.00
34		ADP-EX Kit	\$ 599.00
35		Installation of ADP-EX kit in vehicle	\$ 250.00
36		Additional APA portable applicator (ea.)	\$ 1,264.00
37		Additional tripod for APA applicator	\$ 129.00
38		ADP-AS Dual Headed Hose	\$ 814.00
39		Data logging module	\$ 850.00
40		Case of Vital Oxide Solution incl. shipping (4 Gallons)	\$ 140.00
41		55-gallon drum of Vital Oxide Solution incl. shipping	\$ 1,375.00
42		Pallet of Vital Oxide Solution (four (4) 55-gallon drums) incl. shipping	\$ 5,170.00
43		Driver's Barrier kit for Ford Transit cutaway bus	\$ 1,795.00
44		Driver's Barrier kit for Ford Transit van	\$ 1,795.00
45		Add sliding door option to Driver's Barrier (requires Driver's Barrier kit)	\$ 350.00
46		Installation of driver's barrier kit (per vehicle)	\$ 300.00

\*please add additional pages or lines, if needed

Note: This items on this list supersede identical items on previous option list(s).

Instructions: OMES Central Purchasing is requesting to add the following term to the Special Provisions section of Solicitation 0900000377-Rebid. If the vendor approves adding the language, you must mark "Approved" and sign and date for modification to be valid.

B.15.2. If the base price of a vehicle increases due to change in equipment or emissions, the dealer may request an increase in the base price of the vehicle by the amount of the price increase. A letter from the manufacturer documenting the change and the amount of the change must be provided to the Central Purchasing Contracting Officer for approval. These changes can be requested one time per year, and must be submitted at least thirty (30) days in advance of the Contract Period Ending Date. The Central Purchasing Contracting Officer has thirty (30) days from the receipt of the request to approve and post a price increase. All price increases are subject to the approval of the OMES-CP Contracting Officer.

☒ Approved  
☐ Denied

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

# Electric Vehicle Infrastructure

## Terra 54 and Terra 54HV UL DC fast charging station



Building off a decade of EV fast charging experience, ABB's Terra 54 joins the Terra family of bestselling DC fast charging stations for enhanced usability and reliability. The Terra 54 enables continuous 50 kW charging up to 500V, while 200 – 920 V is supported by Terra 54HV.

ABB's Terra 54 includes CCS and CHAdeMO functionality and complies with all relevant international standards, including EMC Class B, required for safe operation at residential, office, retail and fuel station locations. All Terra chargers feature integrated Connected Services for remote monitoring, diagnostics, statistics, and software upgrades.

ABB's Terra chargers are the most preferred DC fast charging solution in the world.

### The future-proof solution

ABB EV infrastructure is committed to a future-proof strategy that includes full interoperability, operational reliability, a 24/7/365 service network, best-in-class connected services, and a proactive product roadmap built on close work with OEMs around the world.

The Terra 54 enables the highest uptime due to redundancy on both power and communication. All ABB chargers come with Internet based Connected Services to allow customers to easily connect their chargers to different software systems like back-

offices, payment platforms or smart grid energy systems. This enables remote assistance, tailored diagnostic trouble shooting and repair, and remote updates and upgrades.

### Applications

- Commercial shopping and dining areas
- Metropolitan / urban areas
- Highway fuel and convenience stores
- Commercial fleet operators
- EV infrastructure operators and service providers



General specifications	
Environment	Indoor / outdoor
Operating temperature	-35 °C to +55 °C / -31 °F to +131 °F (de-rating characteristics apply)
Storage temperature	-40 °C to +70 °C / -40 °F to +158 °F
Altitude	2500m / 8200 ft (de-rating applies at max altitude)
Compliance and safety	Compliance to UL 2202 and CSA 107.1 and CHAdeMO 1.0
EMC emission EMC immunity	IEC 61000-6-3 Class B - Residential IEC 61000-6-2 Industrial
Input AC power connection	3P + PE (no neutral)
Input voltage range	480 V <sub>AC</sub> +/- 10% (60 Hz)
Max. rated input current & power	80 A, 55 kVA; power limiting options available
Power factor (full load)	> 0.96
Efficiency	95% at nominal output power
RFID system	ISO/IEC 14443A/B, ISO/IEC 15393, FeliCa™ 1, NFC reader mode, Mifare, Calypso, (option: Legic)
Network connection	GSM / 3G modem, 10/100 Base-T Ethernet
Protection	NEMA Type 3R / IP54
User interface	High brightness full color touchscreen; ADA Compliant RFID, PIN and credit card kit options
Communication	OCPP 1.5 and OCPP 1.6 enabled
Dimensions (D x W x H)	780 mm x 565 mm x 1900 mm 30.7" x 22.2" x 74.8"
Weight	350 kg / 775 lbs
Shipping dimensions (D x W x H)	1200 mm x 800 mm x 2150 mm 48" x 32" x 85"
Shipping weight	375 kg / 830 lbs

Outlet specifications	C	J
Charging standard	CCS	CHAdeMO
Maximum output power	50 kW	50 kW
Output voltage Terra 54	200 - 500 V <sub>DC</sub>	50 - 500 V <sub>DC</sub>
Output voltage Terra 54HV	200 - 920 V <sub>DC</sub>	50 - 500 V <sub>DC</sub>
Maximum output current	125 A <sub>DC</sub>	125 A <sub>DC</sub>
Connector/socket type	CCS-1 / SAE J1772	CHAdeMO / JEVs G105
Cable length	12' and 20' options	12' and 20' options

## Main features

- 50 kW DC fast charger supporting CCS and CHAdeMO
- Designed to deliver full output power continuously and reliably over its lifetime
- EMC Class B certified for industrial and residential areas (supports fuel stations, retail outlets, offices, retail)
- Future proof connection via open industry standards, including remote uptime monitoring and assistance, updates and upgrades
- High brightness, daylight readable touchscreen display
- Graphic visualization of charging progress
- RFID authorization
- Robust all weather powder-coated stainless steel enclosure
- Quick and easy installation
- Spare parts are backwards and forwards compatible with Terra 53 product line

## New features for Terra 54

- CCS cable exit on the left side for even easier cable management and improved cable handling usability
- Charging EV batteries at 50 – 500 V (Terra 54), or at 200 – 920 V (Terra 54HV)
- New sophisticated connector holders, for easier handling and more stable holding
- Enhanced payment terminal, suited for an increasing number of countries
- Prepared for options like DC metering, integration with building management systems, cable management, etc.

## Optional features

- Cable management solution that is reliable, RAL-matched and easy to install in the field
- Customized branding possibilities, including customizable user interface
- Parking bay occupancy detection
- PIN code authorization
- Site load management, for one or more chargers, to avoid expensive grid upgrades
- Web tools for statistics and access management
- Integration with back-offices, payment platforms and smart grid energy systems; can enable OCPP 1.5 and 1.6

### ABB Inc.



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### ABB Inc.

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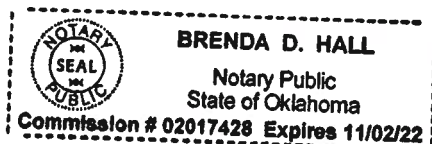
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## SECTION 10 - ASSURANCES & RESOLUTIONS

Please affirm your understanding of the following project conditions by initialing in the spaces provided:	
Initial each shaded block below ↓	
	Private organizations proposing projects must be contracted to a public entity for public services and must have a public sponsor (a local government unit or transit operator).
	In the case of alternative fuel infrastructure projects, the project sponsor or private partner must provide matching dollar funding of a minimum of 20% cost share for eligible expenses.
	This is a reimbursement program. The applicant organization must finance the project until Federal reimbursement funds are available.
I hereby certify that the statements contained within the foregoing Application for ACOG CLEAN AIR Grants for Public Fleets are true and complete to the best of the applicant's knowledge and understanding.	
Name of Applicant Organization	
City of Norman	
Name of Authorized Official	Title
Darrel Pyle	City Manager
Signature	Date
	11-20-20

Subscribed and sworn to before me this 20<sup>th</sup> day of November, 2020.

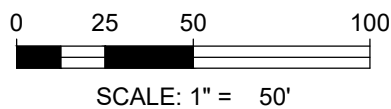
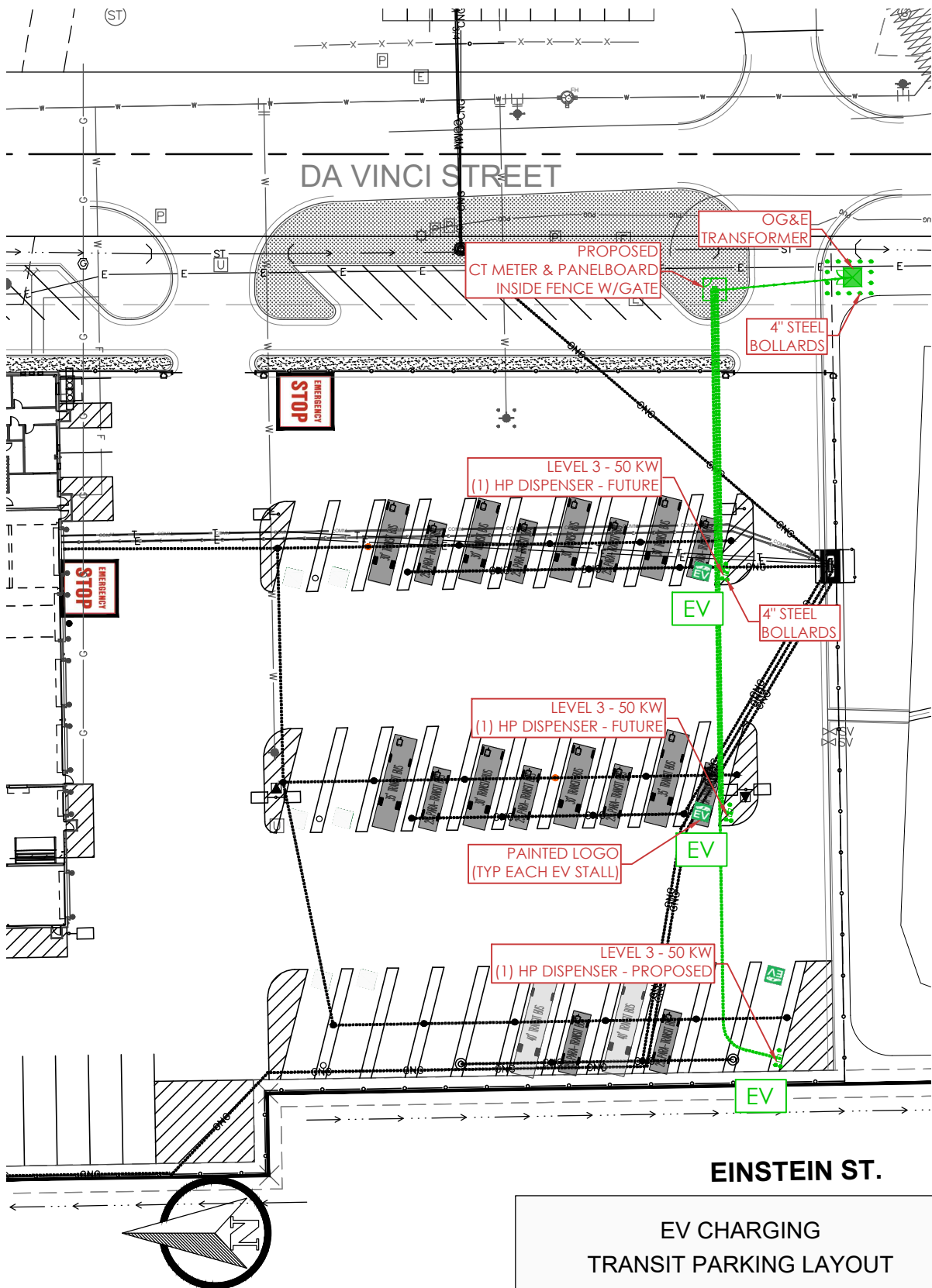
(Seal)



  
NOTARY PUBLIC

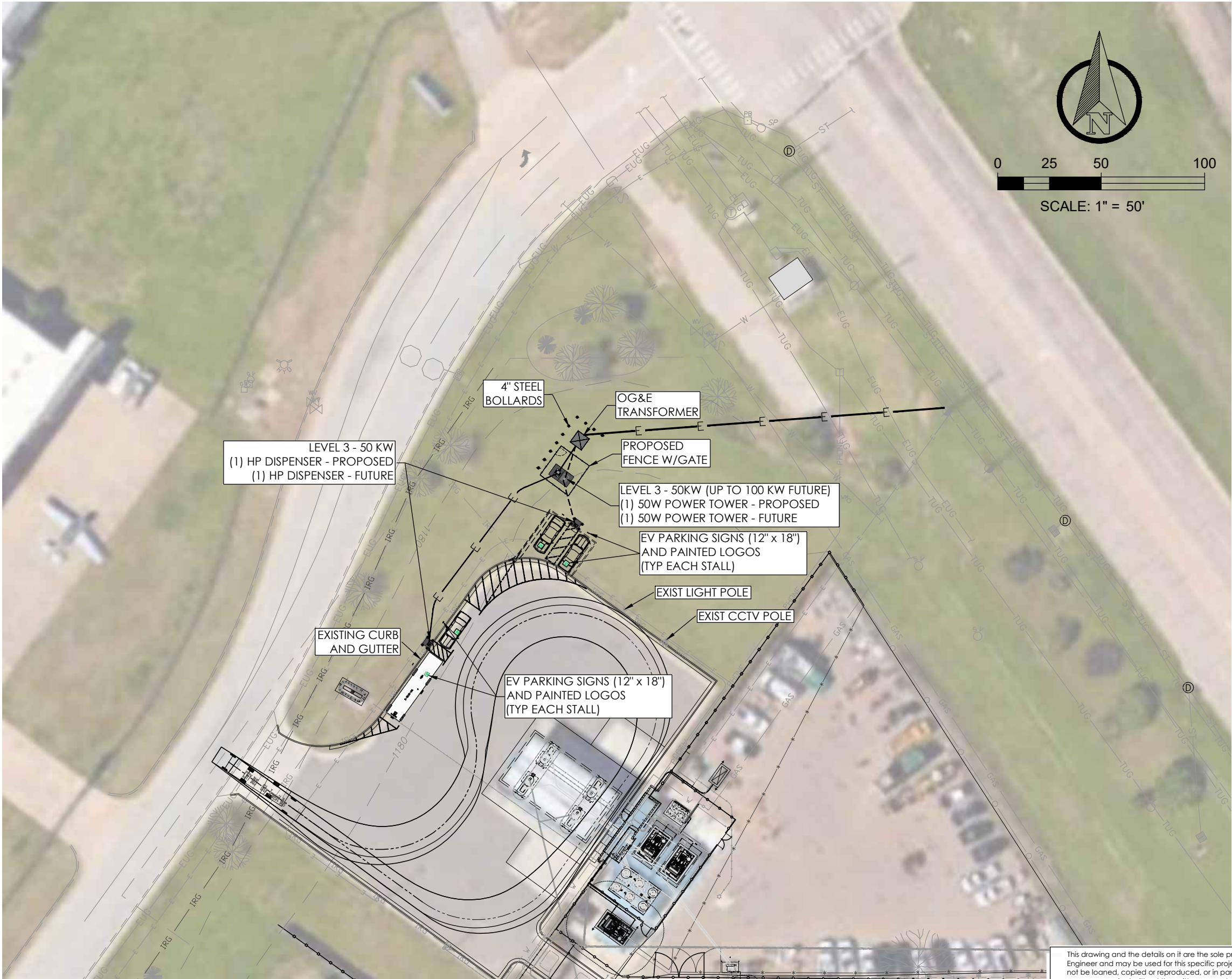
My Commission expires: 11-2-22

My Commission number: 02017428



<p align="center"><b>EV CHARGING TRANSIT PARKING LAYOUT</b></p>	
	216 S. MAIN STREET PO BOX 1538 JOPLIN, MISSOURI 64802 TEL: 417.624.2333 FAX: 417.624.2441 <a href="http://www.smallarrow.com">www.smallarrow.com</a>





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TEL: 417.624.2333  
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EMAIL: jbolte@small-arrow.com

SMALL ARROW ENGINEERING, LLC.

CERTIFICATES OF AUTHORIZATION:  
MISSOURI: E-2010013647  
KANSAS: E-1930  
ARKANSAS: 2097  
OKLAHOMA: 5937

NOT FOR CONSTRUCTION

JOHN H. BOLTE - PROFESSIONAL ENGINEER  
MO LIC E22511 OK LIC 18035  
KS LIC 14094 AR LIC 14310

EV CHARGE STATION (@ CNG STA.)  
CITY OF NORMAN  
2351 GODDARD AVENUE  
NORMAN, CLEVELAND COUNTY, OK  
CONCEPT SITE PLAN

SURVEY BY: JEMKE PROJECT #: 19910  
DRAWN BY: JED DATE: 11/17/2020  
CHECKED BY: JHB SCALE: N.T.S.

PROJECT: EV CHARGING STATION

SHEET DESC: CONCEPT SITE PLAN

SHEET: 1 OF 1

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