

## **850 ROADS AND STREETS**

**851 10 ROADS (SY)**

**851 15 LOAD/UNLOAD RAMP (SY)**

**851 20 VEHICULAR BRIDGES (SY)**

Roads, streets, and bridges are planned to conform in general with the standards and practices of the American Association of State Highway Officials (AASHO), Bureau of Public Roads (BPR), and State and local governments.

Planning is derived from the general development map of the station. See NAVFAC DM-5 for design criteria.

## 852 10 PARKING AREA (SY)

Organizational Vehicle Parking. The paved and/or stabilized area within an organizational motor pool and parking lot, including space required for entrance and exit roads and aisles within the lot, will not exceed the following:

1. Navy and Marine Corps installations (except Marine Corps installations with FMF Ground Units assigned.) Forty square yards per unit for 75% of the equipment supported. The 40 square yards per unit takes into account the varied sizes and types of automotive, construction, and materials handling equipment to be parked.

2. Marine Corps installations with FMF Ground Units assigned. Seventy-five square yards for each vehicle to be accommodated. The 75 SK will be reduced to 50 SK per vehicle if more than 50% of the vehicles to be accommodated have an overall length of 18 feet or less and a width of 6 1/2 feet or less (such as administrative-type vehicles).

Nonorganizational Vehicle Parking. Authorized parking spaces for non-organizational vehicles are listed in Table 852-10. The space allowance for each parking space is 35 square yards. This provides room for the parked vehicle and for normal interior lanes, entrances, and exits. Parking spaces for a facility not listed in the table shall be based on a special study of traffic analysis taking into account eligible vehicles, multiple utilization, time and space intervals, available public transportation, group-car riding and government -furnished transportation. For example, no planning factor has been established for parking space required for shipboard personnel while in homeport. Therefore a special study would be required to determine parking space needed to support this requirement. Such a study would take into consideration the number of ships which would be in the homeport at any one time and a derivation therefrom of the number of shipboard personnel requiring parking space. Where there is no direct experience, valid projections of available data may be made. Parking space for a listed facility, whether existing or planned, may be increased when justified by a special study or traffic analysis.

TABLE 852-10  
Allowances for Nonorganizational Vehicle Parking

Facility	Number of parking spaces
Administrative Buildings	50% of assigned personnel
Bachelor Housing - Officers' Quarters	90% of capacity
Bachelor Housing - Enlisted Quarters	60% of capacity
Bakeries	38% of employees, largest shift
Cafeterias, when not included in Community Shopping Center	15% of seating capacity
Chapels	15% of seating capacity
Commissaries, when not included in Community Shopping Center	See Category Code 740 23
Community Shopping Center	4% of population served
Exchange Retail Store, when not included in Community Shopping Center	2% of military strength served
Family Housing	2 spaces per living unit
Field House, combined with Football and Baseball facilities	1% of military strength
Fire Stations: 3-stall	7 spaces
7-stall	10 spaces
Correctional Centers, Police Stations	30% of guard strength
Temporary Quarters	90% of units
Gymnasiums (if more than one on station, prorate total allowance)	1% of military strength
Laundries and Dry Cleaning Plants	38% of employees, largest shift
Libraries: Central	1 space per each 500 SF of floor area
Branch	2 spaces
Maintenance Shops	38% of assigned personnel, largest shift
Dental Clinic (either separate or as part of another medical facility)	3 spaces per DOR/OHTR
Hospitals and Medical Clinics	Use the following formula: X1 - All personnel (staff) working in the facility on a continuous basis X2 - Average daily outpatient/visitor load for the peak month. Factor X2 is excluded at troop clinics.
Reserve Training Centers	80% of reservists, largest drill period.
Dependent Schools: without auditorium	2 spaces per classroom
with auditorium	2 spaces per classroom plus 15% of auditorium seats

Table continued on next page.

TABLE 852-10 (Continued)  
 Allowances for Nonorganizational Vehicle Parking

Facility	Number of parking spaces
Security Offices (at activity gate):	5 spaces
2,001 to 4,000 population	10 spaces
4,001 to 6,000 population	15 spaces
6,001 to 10,000 population	Special study required
Swimming Pools	20% of pool design capacity
Theaters, when not included in Community Shopping Center	25% of seating capacity
Enlisted Dining Facility:	
As a general rule, dining facility parking requirements will be determined based on individual studies. More specific parking criteria are currently under development, however, as a general guidance, use 30% of capacity plus 38% of dining facility employees.	
Clubs and Open Messes:	
Officers' Mess, Open	20% of officer strength served
Enlisted Mens' Club	2% of enlisted strength served
PO Mess, Open/NCO-SNCO Club	1 space for each 500 SF of office area plus 1 space for each 4 persons assigned to warehouse operations.
Warehouses	

Refueling Vehicle Parking. A paved area to provide parking for partially or fully loaded refueling units is required where such units are employed to provide fuel for aircraft. This area is to be differentiated from line vehicle parking (Category Code 116 45) which may provide operational parking for some refueling units requiring immediate access to aircraft apron. To determine the area required, a planning factor of 400 square yards per vehicle (refueling semitrailer with tractor) may be used as a guide. The following criteria shall be adhered to:

One hundred feet is the optimum separation between fueling vehicle parking areas and surrounding buildings. This separation should be applied in the planning of new areas. For existing areas this separation should be used wherever possible without requiring extensive relocation or ground improvement. In such cases the 100-foot distance may be modified on the basis of local conditions, taking into consideration the size, nature, and importance of nearby exposed buildings. However, this separation distance should not be reduced below 50 feet.

A separation of 25 feet of centers will be-maintained between parked fueling vehicles in designated areas. Distance between rows will vary depending upon the type and the length of the individual vehicles and their turning characteristics. However, the distance between rows will not exceed 50 feet.

Vehicles should be aligned in single rows and should be capable of being driven out of storage areas in a single turn.

NOTE: The above-mentioned requirements do not apply to spacing and/or placing fueling vehicles in structures designed for servicing equipment of this nature.

**852 20 SIDEWALK (SY)**

**852 30 PEDESTRIAN BRIDGES (SY)**

Planning of sidewalks and pedestrian bridges is derived from the general development map of the activity. See NAVFAC DM-5 for design criteria.

**852 35 OTHER PAVED AREAS NOT CODED IN THE 100 OR 400 SERIES (SY)**

This code is for miscellaneous vehicular pavements. No planning factors are available.

**852 40 MISCELLANEOUS OPEN STORAGE OR LAYDOWN AREA (SY)**

This code is for open storage areas other than those used for general supply operations (Category Code 451 10). It includes Public Works Open Storage facilities; see Table 852 40 for allowances.

TABLE 852 40  
Allowances for  
Public Works Open Storage

PW Shop Type	Square Yards
A,B,C,	225
D	380
E	780
F	1,180

NOTE: For Public Works Open Storage supporting PW shops larger than type F, add 2 SY of open storage for each maintenance craftsman over 500.