PROJECT GUIDE SCOPE AND USE

USE THE DOCUMENT AS A STARTING POINT IN THE DESIGN AND CONSTRUCTION OF A NEW AIR FORCE FACILITY. BUILDING MODULES ARE PROVIDED IN A DIGITAL FORMAT, AS STANDARDS, ALLOWING FUTURE USERS THE ABILITY TO USE THESE FILES WITHIN THEIR BMW SOFTWARE. SITE PLANS ARE PROVIDED AS NOTIONAL EXAMPLES TO BE USED AND ADAPTED TO SPECIFIC SITE REQUIREMENTS. SUPPLEMENTAL DOCUMENTS SUCH AS THE BUILDING PROGRAM, ADJACENCY DIAGRAMS AND DRAWING SETS WITH SITE PLANS ARE PROVIDED IN PORTABLE DOCUMENT FORMAT (PDF) TO ASSIST FUTURE A/E FIRMS IN THE DEVELOPMENT OF THEIR PROJECT.

THE MODULES HAVE BEEN DESIGNED WITH THE CONCURRENCE OF THE USERS AND PARTICIPATING AFSC SUBJECT MATTER EXPERTS (SME) FOR TYPICAL BASE ENTRIES. THE ECF/IACP STRUCTURES ARE AN INDIVIDUAL MODULE THEMSELVES. ANY RECONFIGURATION OF THE MODULES MUST MEET THE REQUIREMENTS OF THE BASE USER AND BE APPROVED BY AFSEC.

BUILDING SUPPORT SPACES, INCLUDING BUT NOT LIMITED TO RESTROOMS, JANITOR CLOSETS, AND MECHANICAL/ELECTRICAL ROOMS HAVE BEEN INCLUDED IN THE MODULES FOR REFERENCE. THESE SPACES ALONG WITH DAYLIGHTING OF INTERIOR SPACES, Jaw THE REQUIREMENTS OF UFC 1-200-02, HIGH PERFORMANCE AND SUSTAINABLE BUILDING REQUIREMENTS, SHOULD BE REEVALUATED BASED ON THE FINISH SIZE AND CONFIGURATION OF THE FACILITY. THE A/E SHOULD FURTHER CONSIDER DEVELOPING ROOM DATA INFORMATION TO ENSURE ALL OPERATIONAL REQUIREMENTS ARE MET WITHIN EACH SPACE.

AIR FORCE CORPORATE DESIGN POLICY

DESIGN FACILITIES TO REPRESENT THEIR TYPE OF USE AND TO ALLOW FOR MULTIPLE ADAPTATIONS OVER TIME. RELATE THE DURABILITY AND PERFORMANCE OF DETAILING FOR MATERIALS AND FINISHES TO A FACILITY’S GROUP DESIGNATION. FACILITIES DESIGNATED IN EITHER GROUPS 1, 2, 3 OR 4 WHICH ARE BASED ON SIMILAR FACILITIES CLASSIFICATIONS FOUND IN AFMAN 32-1084. ECF/IACP FACILITIES ARE DESIGNATED GROUP 1 AND WILL HAVE HIGHER QUALITY FINISHES AND MATERIALS THAN GROUPS 2 OR 3.

SUSTAINABILITY

FULLY INCORPORATE THE REQUIREMENTS OF UFC 1-200-02, HIGH PERFORMANCE AND SUSTAINABLE BUILDING REQUIREMENTS, AND ACHIEVE GREEN BUILDING CERTIFICATION JAW WITH THE CURRENT AF SUSTAINABLE DESIGN AND DEVELOPMENT POLICY.

ANALYZE CLIMATE AND LOCAL AND REGIONAL CONTEXTS; RESPOND TO THESE IN THE BUILDING DESIGN AND PROPERLY ORIENT ECF/IACP BUILDINGS. EVALUATE THE BUILDING COMPONENTS TO DETERMINE WHETHER PASSIVE AND NATURAL DESIGN STRATEGIES AND FEATURES ARE COST EFFECTIVE. RESPOND TO SITE ANALYSIS FOCUSING ON BUILDING ORIENTATION, CONFIGURATION AND MASSING AND DESIGN BUILDINGS REDUCE THE TOTAL OWNERSHIP COSTS OF ECF/IACPS THROUGH THE DESIGN OF HIGH PERFORMANCE AND SUSTAINABLE BUILDINGS. BALANCE LIFE CYCLE COSTS, ENERGY EFFICIENCY AND OCCUPANT BENEFITS WITH BUDGETS AND MISSION REQUIREMENTS. DESIGN ARCHITECTURAL FEATURES USING SIMPLIFIED DETAILING TO CREATE A PROFESSIONAL APPEARANCE, COMPLY WITH THE ESTABLISHED INSTALLATION DESIGN THEME THROUGH RECURRING ROOF SYSTEMS, WALL SYSTEMS AND BUILDING ENTRANCES THAT REFLECTS ARCHITECTURAL COMPATIBILITY WITH THE BASE STANDARDS.

PERTINENT DOCUMENTS

THE FOLLOWING IS A SUMMARY OF THE PRIMARY DOCUMENTS GOVERNING THE DESIGN OF ECF/IACP. FINAL DESIGN SHALL COMPLY WITH ALL FEDERAL AND APPLICABLE STATE REGULATIONS.

• Air Force Manual 32-1084
• UFC 2-100-01: Installation Master Planning
• UFC 4-010-01: DoD Minimum Antiterrorism Standards for Buildings
• UFC 4-010-02: DoD Minimum Antiterrorism Standoff Distances for Buildings
• UFC 4-022-01: Security Engineering - Entry Control Facilities / Access Control Points
• UFC 4-022-02: Selection and Application of Vehicle Barriers
• SDDCTEA Pamphlet 55-15: Traffic and Safety Engineering for Better Entry Control Facilities
• UFGS 34 41 26.00: Unified Facilities Guide Specifications - ACP Control System
• UFGS 34 71 13 19: Unified Facilities Guide Specifications - Active Vehicle Barriers
• UFC 1-200-01: General Building Requirements
• UFC 1-200-02: High Performance and Sustainable Building Requirements
• AF Corporate Facilities Standards

PROJECT INFORMATION

SCOPE OF FACILITY

ENTRY CONTROL FACILITIES / INSTALLATION ACCESS CONTROL POINTS (ECF/IACP) SERVE AS THE ENTRY POINT FOR ALL PERSONNEL, VISITORS, AND DELIVERIES TO THE BASE. ECF/IACPS ARE DETERMINED BY THE ECF/IACP ACCESS REQUIREMENTS TO PREVENT UNAUTHORIZED ACCESS. THE PRIORITIES ARE SECURITY, SAFETY, CAPACITY AND IMAGE.

DESCRIPTION OF DRAWINGS

PLANS: BUILDING PROGRAM OF THE MAIN FACILITY TYPES IDENTIFIED FOR A TYPICAL ECF/IACP.

SITE PLANS: NOTIONAL SITE ELEMENTS AND BUILDING PROGRAM ARE INCORPORATED AT ALL GATE INSTALLATIONS. SPECIFIC CIRCULATION DESIGN LINKS ALL OF THESE ELEMENTS.

GENERAL NOTES

1. THESE "GENERAL" NOTES APPLY AND PERTAIN TO ALL SHEETS. USE THESE DOCUMENTS ALONG WITH THE PROGRAM AND OTHER SUPPORTING DOCUMENTS.

2. MAINTAIN PROGRAMMATIC AREA AND ADJACENCY REQUIREMENTS.

3. UNLESS SPECIFICALLY NOTED OTHERWISE, WALLS, CEILINGS, AND FLOORS, INCLUDING THEIR COMPOSITION AND DIMENSIONS, ARE MODELED GENERICALLY, AS "PLACE HOLDERS" CONSIDERATION SHOULD BE GIVEN TO SPECIFY MATERIALITY, SECURITY, ETC.

4. FURNITURE AND EQUIPMENT SHOWN IS FOR REFERENCE PURPOSES, FINAL REQUIREMENTS MUST BE ADJUSTED TO ACCOUNT FOR BASE SPECIFIC STANDARDS AND FINISHES.

5. MECHANICAL (HVAC), ELECTRICAL, AND PLUMBING SYSTEMS SHOWN ARE FOR REFERENCE ONLY AND SHALL BE DESIGNED IN ACCORDANCE WITH APPLICABLE CODES. MECHANICAL AND ELECTRICAL ROOM SIZES ARE APPROXIMATIONS ONLY.

STANDARD SITE PLAN NOTES

1. THE INSTALLATION ACCESS CONTROL POINTS PLANS HAVE BEEN DEVELOPED AS AN EXAMPLE OF A FULLY INTEGRATED FACILITY DEPICTED ON AN ARBITRARY SITE. ACTUAL SITE CONDITIONS SHALL BE ASSESSED AGAINST OPERATIONS ALONG WITH OTHER CRITERIA THAT MAY IMPACT EXISTING BUILDING MASSING, ENVIRONMENT, AND INFRASTRUCTURE. INFORMATION GATHERED THROUGH THESE ASSESSMENTS WILL IMPACT THE ACTUAL FACILITY AND SITE CONFIGURATION. THE MODULES ARE DYNAMIC, ALLOWING THE USER TO FLEX AND ORGANIZE FOR THEIR SPECIFIC MISSION NEEDS.

2. HYDROLOGY, INCLUDING STORM WATER QUALITY/QUANTITY MITIGATION (RETENTION OR DETENTION PONDS) IAW UFC 1-200-02, HIGH PERFORMANCE, AND SUSTAINABLE BUILDING REQUIREMENTS HAS NOT BEEN CONSIDERED FOR THESE CONCEPTUAL SITE PLANS.

3. ALL FUTURE FACILITIES SHALL COMPLY WITH CURRENT AF REGULATIONS, INCLUDING BUT NOT LIMITED TO AFMAN 32-1084, CURRENT AND APPLICABLE UFC, AND AT/FP REQUIREMENTS.

4. FIRE SUPPRESSION SYSTEMS ARE NOT SHOWN ON INDIVIDUAL PLANS AND SHALL BE DESIGNED IN ACCORDANCE WITH NFPA AND OTHER APPLICABLE CODES.

5. ADDITIONAL DESIGN LAYOUTS AVAILABLE IN SDDCTEA PAMPHLET 55-15.
1. Determine processing capacity and parking by the peak hourly requirements as defined by an SDDC traffic study.
2. Provide photo ID capability at processing station with a photo backdrop.
3. Provide conduit and wiring at each processing station for a duress alarm.
4. Provide access to national crime information center (NCIC) at each processing station.
5. Provide defense biometric identification system (DBIDS) terminal at ID checking.
6. All standard countertops are 36" A.F.F. unless noted otherwise.

**Peak Hourly Demand (Basis of Design)**

Peak hourly requirements: assumed 40 people ID checking
Processing time: 12-20 visitors / hr

**Interior Finishes**

**Administration & Break/Copy**
- Floor: Sealed / Stained concrete or tile
- Base: Tile or rubber base
- Walls: High impact gypsum board (GB) and paint
- Ceiling: ACT or GB (MIN. 9'-0" AFF) or open to structure

**Lobby, Waiting & ID Checking**
- Floor: Sealed / Stained concrete or tile
- Base: Tile or rubber base
- Walls: Gypsum board (GB) and paint with tile wainscot
- Ceiling: ACT or GB (MIN. 9'-0" AFF) or open to structure
- Casework: Highly durable materials

**Toilets**
- Floor: Tile
- Base: Tile base
- Walls: Gypsum board (GB) and paint with tile wainscot
- Ceiling: ACT or GB (MIN. 9'-0" AFF)

**Support Spaces (Storage, IT/COMM, Mech)**
- Floor: Finished concrete or VCT
- Base: Rubber base
- Walls: High impact gypsum board (GB) and paint
- Ceiling: ACT, GB (MIN. 9'-0" AFF), or open to structure

**Vestibule**
- Floor: Sealed / Stained concrete or tile
- Base: Rubber base
- Walls: Gypsum board (GB) and paint
- Ceiling: ACT, GB (MIN. 9'-0" AFF), or open to structure

**NOTES**

- Determine processing capacity and parking by the peak hourly requirements as defined by an SDDC traffic study.
- Provide photo ID capability at processing station with a photo backdrop.
- Provide conduit and wiring at each processing station for a duress alarm.
- Provide access to national crime information center (NCIC) at each processing station.
- Provide defense biometric identification system (DBIDS) terminal at ID checking.
- All standard countertops are 36" A.F.F. unless noted otherwise.

**VISITORS CENTER - PLAN A**

Square footage (Reference Program)

- Module = 2,004 GSF
NOT FOR CONSTRUCTION

VISITORS CENTER - PLAN B

1. DETERMINE PROCESSING CAPACITY AND PARKING BY THE PEAK HOURLY REQUIREMENTS AS DEFINED BY AN ODDC TRAFFIC STUDY.
2. PROVIDE PHOTO ID CAPABILITY AT PROCESSING STATION WITH A PHOTO BACKDROP.
3. PROVIDE CONDUIT AND WIRING AT EACH PROCESSING STATION FOR A DURERESE SYSTEM.
4. PROVIDE ACCESS TO NATIONAL CRIME INFORMATION CENTER (NCIC) AT EACH PROCESSING STATION.
5. PROVIDE DEFENSE BIOMETRIC IDENTIFICATION SYSTEM (DBIDS) TERMINAL AT ID CHECKING.
6. THE USE OF THE ALTERNATE ADMINISTRATION LAYOUT IS TO BE DETERMINED BY BASE MISSION NEEDS. OPEN OFFICE CONFIGURATION PREFERRED FOR FUTURE DESIGN FLEXIBILITY.
7. ALL STANDARDS COUNTERBAR ARE 36" A.F.F. UNLESS NOTED OTHERWISE.

PEAK HOURLY REQUIREMENTS (BASIS OF DESIGN)
PEAK HOURLY REQUIREMENTS ASSUMED 40 PEOPLE ID CHECKING PROCESSING TIME 12-20 VISITORS / HR

INTERIOR FINISHES
ADMINISTRATION & BREAK/COPY
FLOOR: SEALED / STAINED CONCRETE OR VCT
BASE: TILE OR RUBBER BASE
WALLS: GYPSUM BOARD (GB) AND PAINT
CEILING: ACT OR GB (MIN. 9'-0" A.F.F.) OR OPEN TO STRUCTURE

LOBBY, WAITING & ID CHECKING
FLOOR: SEALED / STAINED CONCRETE OR VCT
BASE: TILE OR RUBBER BASE
WALLS: GYPSUM BOARD (GB) AND PAINT
CEILING: ACT OR GB (MIN. 9'-0" A.F.F.) OR OPEN TO STRUCTURE

SUPPORT SPACES (STORAGE, JC, IT/COMM, MECH)
FLOOR: FINISHED CONCRETE OR VCT
BASE: RUBBER BASE
WALLS: GYPSUM BOARD (GB) AND PAINT
CEILING: ACT OR GB (MIN. 9'-0" A.F.F.) OR OPEN TO STRUCTURE

TOILETS
FLOOR: SEALED / STAINED CONCRETE OR VCT
BASE: TILE BASE
WALLS: GYPSUM BOARD (GB) AND PAINT
CEILING: ACT OR GB (MIN. 9'-0" A.F.F.) OR OPEN TO STRUCTURE

NOTES

Drawing Title: VISITORS CENTER - PLAN B
Date: 1 MARCH 2015
Designed By: AM
Drawn By: AM / KW
Checked By: MDT

DRAWING NO. A-103

Scale: 1/8" = 1'

SQUARE FOOTAGE (REFERENCE PROGRAM)
PLAN = 2,042 GSF
1. COMPLY WITH BASE DESIGN STANDARDS / ARCHITECTURAL COMPATIBILITY PLANS AND AFCFS.
1. ID checking area shall be covered and protected from the elements. Actual canopy design to be confirmed with Base Visual Design Integration of the lane closure signage is required.

2. Dimensions are not absolute; based on the UFC 4-022-01 (Security Engineering: Entry Control Facilities / Access Control Points), SDDCOM/PA/HAF/55-15 (Traffic and Safety Engineering for Better Entry Control Facilities), and Entry Control Facility Design Guide.

3. Duty weapon storage and equipment charging stations located above storage cabinets.

4. Provide access to National Crime Information Center (NCIC) at each ID check station.

5. Provide under counter refrigerator, sink and microwave at break counter.

6. HVAC: Ductless split-system shown; Packaged Terminal Air Conditioner (P-TAC) would be an acceptable alternative.

7. Lane closure may be achieved with traffic control drop arms, bollards, operable gates or other Air Force approved system (Reference UFC 4-022-02).

8. Provide drainage under canopy to prevent standing water.

9. Provide ballistic protection equivalent to UL 752 Level III at exterior envelope (window, doors, walls and other equipment).


11. Crosswalk location to be determined by site circulation requirements.

12. Provide snow and ice melting system with required drainage (cold climate conditions).

13. All standard countertops are 36" A.F.F. unless noted otherwise.

14. Provide indirect lighting under canopy.

15. No exposed conduit or wiring in ID check stations.
INTERIOR FINISHES

GATEHOUSE
FLOOR: SEALED / STAINED CONCRETE OR TILE
BASE: RUBBER BASE
WALLS: RIGID HIGH IMPACT WALL COVERING OVER HIGH IMPACT GYPSUM SHEATHING
CEILING: ACT OR GB (MIN. 9'-0" AFF)

TOILET
FLOOR: TILE
BASE: TILE BASE
WALLS: GYPSUM BOARD (GB) AND TILE WAINTCOAT
CEILING: ACT OR GB (MIN. 9'-0" AFF)

STORAGE
FLOOR: SEALED / STAINED CONCRETE OR TILE
BASE: RUBBER BASE
WALLS: GYPSUM BOARD (GB)
CEILING: ACT OR GB (MIN. 9'-0" AFF)

ID CHECK (BOOT)
FLOOR: SEALED / STAINED CONCRETE OR TILE
BASE: RUBBER BASE
WALLS: RIGID HIGH IMPACT WALL COVERING OVER HIGH IMPACT GYPSUM SHEATHING
CEILING: ACT OR GB (MIN. 9'-0" AFF)

FUNCTIONAL REQUIREMENTS

ID CHECK (BOOT)
- BARRIER CONTROL ACTIVATION BASE SPECIFIC
- CONVENIENCE OUTLET (BOOT INTERIOR)
- EXTERIOR POWER FOR WALL MOUNTED FAN
- RADIANT HEAT SOURCE (COLD CLIMATE LOCATION)
- DEBBS ANTENNA
- STAINLESS STEEL COUNTER

ID CHECK LANES
- CONCRETE WITH CURB AND GUTTER
- MINIMUM CLEAR HEIGHT 14'-0" CLEAR AT DRIVE LANES
- CANOPY MOUNTED LANE NUMBER AND LANE USE SIGNAL VISUALLY INTEGRATED INTO OVERALL CANOPY DESIGN
1. ID checking area shall be covered and protected from the elements. Actual canopy design to be confirmed with base visual design integration of the lane closure signage is required.

2. Dimensions are not absolute, based on the UFC 4-022-01 (Security Engineering Entry Control Facilities/Access Control Points), SDDCTEA Pamphlet 55-15 (Traffic and Safety Engineering for Better Entry Control Facilities), and Entry Control Facility Design Guide.

3. Duty weapons storage and equipment charging stations located above storage cabinets.

4. Provide access to National Crime Information Center (NCIC) at each ID check station.

5. Provide under counter refrigerator, sink, and microwave at break counter.

6. HVAC: Ductless split-system shown; packed terminal air conditioner (P-TAC) would be an acceptable alternative.

7. LANE closure may be achieved with traffic control drop arms, bollards, operable gates, or other Air Force approved system (Reference UFC 4-022-02).

8. Provide drainage under canopy to prevent standing water.

9. Provide ballistic protection equivalent to UL 752 Level III at exterior envelope (windows, doors, walls, and other equipment).

10. Provide transfer switch at building exterior for portable standby generator per AFI 32-1063, coordinate with final denial capability.

11. Crosswalk location to be determined by site circulation requirements.

12. Provide snow and ice melting system with required drainage (cold climate conditions).

13. All standard countertops are 36" A.F.F. unless noted otherwise.

14. Provide indirect lighting under canopy.

15. No exposed conduit or wiring in ID check stations.
1. COVER AND PROTECT VEHICLE INSPECTION AREA FROM THE ELEMENTS.
2. SCREEN VISIBILITY TO PREVENT OBSERVATION OF THE INSPECTION OPERATION.
3. PROVIDE CEILING MOUNTED INSPECTION MIRRORS WITHIN INSPECTION BAY.
4. HVAC: A PACKED TERMINAL AIR CONDITIONER (P-TAC) OR DUCTLESS SPLIT SYSTEM WOULD BE USED WITHIN THE EQUIPMENT STORAGE/WATING AREAS AND CEILING MOUNTED UNIT HEATERS OR FANS IN INSPECTION BAYS.
5. PROVIDE VENTILATION IN ACCORDANCE TO ASHRAE TO MITIGATE VEHICLE EXHAUST.
6. PROVIDE LIGHTING IN ACCORDANCE TO ANSI STANDARDS FOR INSPECTION PROCEDURES.
7. DESIGN FOR CURRENT AND FUTURE INSPECTION TECHNOLOGIES (ABOVE VEHICLE SURVEILLANCE SYSTEMS [AVSS], UNDER VEHICLE SURVEILLANCE SYSTEMS [UVSS], ION SCANNING, AND X-RAY EQUIPMENT).
8. LOCATE COMM / IT EQUIPMENT WITHIN THE EQUIPMENT STORAGE ROOM.
9. PROVIDE INTERIOR HOSE BIB FOR WASH DOWN AND DRAINAGE. (NOT SHOWN FOR CLARITY).
10. PROVIDE DOOR ANNUNCIATOR AT DRIVER WAITING.
11. ALL STANDARD COUNTERTOPS ARE 36" A.F.F. UNLESS NOTED OTHERWISE.
12. INSPECTION BAY TO MAINTAIN 14'-6" CLEAR INCLUDING MECHANICAL AND ELECTRICAL.

INTERIOR FINISHES
STORAGE & WAITING
FLOOR: FINISHED SEALED CONCRETE OR VCT
BASE: RUBBER BASE
WALLS: OIL-RESIST BOARD (GB) PAINTED
CEILING: ACT OR GB (MIN. 9'-0" AFF)

INSPECTION BAY
FLOOR: CONCRETE
BASE: RAISED 6" CONCRETE CURB
WALLS: EXPOSED STRUCTURE - INSULATED DURABLE LINER PANELS IN COLD CLIMATES
CEILING: EXPOSED STRUCTURE - VVM, FACED INSULATION IN COLD CLIMATES (MIN. 14'-6" AFF)
1. Vehicle inspection area shall be covered and protected from the elements.
2. Vehicle inspection area shall screen visibility to prevent observation of the inspection operation.
3. Provide ceiling mounted inspection mirrors within inspection bay.
4. HVAC a Packed Terminal Air Conditioner (P-TAC) or ductless split-system would be used within the gatehouse and ceiling mounted unit heaters or fans in inspection bays.
5. Provide ventilation in accordance to ASHRAE to mitigate vehicle exhaust.
6. Provide lighting in accordance to ANSI standards for inspection procedures.
7. Under carriage inspection Pit approved by UFC but not recommended. Refer to UFC for pit configuration if used.
8. Design for current and future inspection technologies (above vehicle surveillance systems [AVSS], under vehicle surveillance systems [UVSS], Ion scanning, and X-ray equipment).
9. Locate Comm/EIT equipment within the gatehouse room in the IT/Comm Closet.
10. Duty weapons storage and equipment charging stations to be located above storage cabinets with countertop height of 42”.
11. Provide access to National Crime Information center (NCIC) at workstation.
12. Security Forces Workstation shall have a closed circuit television (CCTV) monitoring capability.
14. Space for under counter refrigerator, sink and microwave at break counter.
15. Interior hose bib for washdown and drainage.
16. All standard countertops are 36” A.F.F. unless noted otherwise.
INTERIOR FINISHES

GATEHOUSE
- FLOOR: FINISHED SEALED CONCRETE OR VCT
- BASE: RUBBER BASE
- WALLS: DURABLE GYPSUM BOARD (GB)
- CEILING: ACT OR GB (MIN. 9'-0" AFF)
- IMPACT RESISTANT W/ PROTECTIVE PANELING

TOILET
- FLOOR: TILE OR VCT
- BASE: RUBBER BASE
- WALLS: GYPSUM BOARD (GB) AND TILE WAINSCOT
- CEILING: ACT OR GB (MIN. 9'-0" AFF)

STORAGE
- FLOOR: FINISHED SEALED CONCRETE OR VCT
- BASE: RUBBER BASE
- WALLS: GYPSUM BOARD (GB)
- CEILING: ACT OR GB (MIN. 9'-0" AFF)

NOTES
1. Vehicle inspection area shall be covered and protected from the elements.
2. Vehicle inspection area shall screen visibility to prevent observation of the inspection operation.
3. Provide ceiling mounted inspection mirrors within inspection bay.
4. HVAC: a packed terminal air conditioner (P-TAC) or a ductless split system could be used within the gatehouse and ceiling mounted unit heaters or fans in inspection bays.
5. Provide ventilation in accordance to ASHRAE to mitigate vehicle exhaust.
6. Provide lighting in accordance to ANSI standards for inspection procedures.
7. Under coverage inspection pit approved by UFC but not recommended. Refer to UFC for pit configuration if used.
8. Consider current and future inspection technologies above vehicle surveillance systems (AVSS), under vehicle surveillance systems (UVSS), ion scanning, and X-ray equipment.
9. Locate comm / IT equipment within the gatehouse room.
10. Duty weapons storage and equipment charging stations to be located above storage cabinets.
11. Provide access to National Crime Information Center (NCIC) at workstation.
12. Security forces workstation shall have a closed circuit television (CCTV) monitoring capabilities.
13. Provide transfer switch at building exterior for stand-by generator per AFI 32-1063, coordinate with final denial capability.
14. Provide under counter refrigerator, sink and microwave at break counter.
15. Provide hose bib for washdown and drainage.
16. All standard countertops are 36" A.F.F. unless noted otherwise.
INTERIOR FINISHES
GATEHOUSE, WAITING, STORAGE & BREAK
FLOOR: FINISHED SEALED CONCRETE OR VCT
BASE: RUBBER BASE
WALLS: GYPSUM BOARD (GB)
CEILING: ACT OR GB (MIN. 9'-0" AFF)

INSPECTION BAY
FLOOR: CONCRETE
BASE: RAISED CONCRETE CURB
WALLS: EXPOSED STRUCTURE - INSULATED DURABLE LINER PANELS IN COLD CLIMATE UP TO 8'
CEILING: EXPOSED STRUCTURE - VINYL FACED INSULATION IN COLD CLIMATE (MIN. 17'-6" AFF - CLEAR)

TOILET
FLOOR: TILE
BASE: RUBBER BASE
WALLS: GYPSUM BOARD (GB) AND TILE
CEILING: ACT OR GB (MIN. 9'-0" AFF)

NOTES

COMMERCIAL VEHICLE INSPECTION AND GATEHOUSE LOW VOLUME (NOTIONAL MASSING)
1. HVAC: A PACKED TERMINAL AIR CONDITIONER (P-TAC) OR DUCTLESS SPLIT SYSTEM WOULD BE USED.

2. PROVIDE BALLISTIC PROTECTION EQUIVALENT TO UL 752 LEVEL III AT EXTERIOR ENVELOPE (WINDOWS, DOORS, WALLS AND OTHER EQUIPMENT).

3. PROVIDE DATA CONNECTION AND TELEPHONE AT COUNTER.

4. PROVIDE BARRIER CONTROL ACTIVATION AT COUNTER.

5. PROVIDE A MINIMUM OF 360-DEGREE VISIBILITY AND A DIRECT LINE OF SIGHT TO THE ACCESS CONTROL ZONE OF THE ACP INCLUDING IDENTIFICATION AND INSPECTION AREAS.

6. PROVIDE WINDOWS THAT DO NOT INTERFERE WITH THE CAPABILITY TO RESPOND TO AN ATTACK. THEREFORE WINDOWS WILL BE CAPABLE OF BEING FULLY OPENED/REMOVED QUICKLY OR HAVE A SUBSTANTIAL GUN PORT TO ENABLE UNOBSTRUCTED LINE OF FIRE FROM THE POSITION.

7. ELEVATE THE FACILITY A MIN OF 3' TO AID THE OBSERVATION OF INCOMING TRAFFIC AND REDUCE INCIDENTAL/COLLATERAL DAMAGE BY CREATING A PLUNGING FIRE SCENARIO.

8. PROVIDE AN ANNUNCIATOR IN THE OVERWATCH TO ALERT SECURITY PERSONNEL OF THE DURESS ALARM BEING TRIGGERED AT THE OTHER GUARD FACILITIES.

9. 165' BETWEEN THE OVERWATCH AND THE FINAL DENIAL CAPABILITIES IS REQUIRED.

10. ECF/IACP AND BARRIERS SHALL COMPLY WITH UFGS 34-71-13.19 "ACTIVE VEHICLE BARRIERS" AND UFGS 34-41-26.00 10 "ACP CONTROL SYSTEMS".

11. NO EXPOSED CONDUIT OR WIRING IN OVERWATCH INTERIOR FINISHES

   - FOOD: FINISHED CONCRETE OR VCT
   - BASE: RUBBER BASE
   - WALLS: DURABLE/GYPSUM BOARD (GB) WITH PROTECTIVE LINER PANEL
   - CEILING: ACT OR GB (MIN. 80° AFI)

OVERWATCH SCALE: 3/32" = 1'

SQUARE FOOTAGE (REFERENCE PROGRAM)
MODULE = 49 GSF

NOTES

OVERWATCH

A-113

NOT FOR CONSTRUCTION
OVERWATCH (NOTIONAL MASSING)
1. This entry condition is used only as needed and not common to base entry sequence.
2. This condition is not illustrated in site plans or included in the program document.
3. Weapons storage and equipment charging stations to be located above storage cabinets.
4. Provide access to national crime information center (NCIC) at each processing station.
5. Provide under counter refrigerator, sink and microwave at break counter.
6. HVAC: A packed terminal air conditioner (P-TAC) or ductless split system would be used.
7. Provide ballistic protection equivalent to UL 752 level III at exterior envelope (windows, doors, walls and other equipment).
8. Entrances for common access card (CAC) credentialed employees does not require a manned facility.
9. Use bi-directional turnstiles to accommodate heavy pedestrian traffic in the morning and evenings.
10. Quantity of turnstiles shall be determined by peak demand (typical capacity is 15 users per minute in one direction with access control).
11. All standard countertops are 36" A.F.F. unless noted otherwise.

Interior Finishes:
- Gatehouse, stor & break: Sealed/stained concrete or tile base, rigid high impact wall covering over high impact gypsum sheathing ceiling, act or gb (min. 9'-0" Aff)
- Toilet: Floor, tile base, walls, gypsum board (gb) and tile wainscot, ceiling, act or gb (min. 9'-0" Aff)

NOTES:
- Security bollards
- Transaction drawer (typ)
- Under counter refrigerator
- Perimeter fence
- Line of canopy above attached to turnstile construction
- Barrier - other designs acceptable
- Support wall
- Accessible gate

SQUARE FOOTAGE:
- Module = 438 GSF
- Half scope = 196 GSF

Scale: 1/8" = 1'
KEY NOTES:

1. Minimum standoff distance shall be determined per UFC 2-100-01, UFC 4-010-02, and SDDCTEA PAMPHLET 55-15.
2. Minimum turning radius shall be based on anticipated largest vehicle likely to use the facility per SDDCTEA PAMPHLET 55-15, and UFC 4-022-01.
3. Size of inspection areas shall be in accordance with SDDCTEA PAMPHLET 55-15.
4. Vehicle inspection considerations shall be in accordance with UFC 4-022-01 and SDDCTEA PAMPHLET 55-15.
5. Access control devices, such as drop arm gates, shall be approved by base.
6. Vehicle containment barrier shall meet the requirements of UFC 4-022-01 and SDDCTEA PAMPHLET 55-15.
7. Lane transitions shall be achieved at a 10:1 taper per SDDCTEA PAMPHLET 55-15.
8. Number of ID check stations shall be based on traffic engineering assessment per SDDCTEA PAMPHLET 55-15.
9. Response zone length shall be calculated on UFC 4-022-01, UFC 4-022-01, UFC 4-022-02, and UFC 4-022-02, latest editions, based on governing threat scenario. The selected response zone length shall be in accordance with UFC 4-022-01, UFC 4-022-01, UFC 4-022-02, and UFC 4-022-02, latest editions, based on governing threat scenario.
10. The overwatch position shall be elevated, reactive to oncoming traffic/vehicle, so as to direct any ammunition fire toward ground. The overwatch position shall also be located for a safe distance from the final denial point if deployed and a wreck occur.
11. Reverse entry devices such as detection loops, which are the preferred method, shall be approved by base.
12. A gate not required to be at base perimeter. Location to be base specific.
13. Visitor's center parking shall be sized in accordance with SDDCTEA PAMPHLET 55-15.

GENERAL SITE PLAN NOTES:

1. Design entry points to allow adequate assessment of authorization of approaching vehicles, while maintaining safety of gate guards and other vehicles approaching the entry point, without disrupting pedestrian or vehicular traffic flow.
2. Limit speed of vehicles by using curvilinear access roads, speed humps or textured pavements. Utilize existing natural site features such as topography, water features, and dense vegetation along roadway to secure entry and exit procedures and incorporate new features where appropriate.
3. Provide clear sight lines within site to allow security personnel and security devices to monitor the site and area beyond.
4. Maintain clear sight lines into site by potential aggressions through screening or utilization of natural features.
5. Provide self-rejection lane with turning radius adequate for sem-trucks prior to gatehouse where commercial vehicles are prohibited from entering.
6. Design primary vehicle inspection areas so they are not visible to the public.
7. Provide a final denial system that will prevent unauthorized vehicles from entering the site, both on the inbound and outbound side.
8. Incorporate site lighting with a minimum average of 4 foot-candles to provide security personnel a clear view of approaching drivers and drivers a clear view of gatehouse.
9. Visitors center shall be located so that it is easily accessible, clearly visible and has the capacity for vehicles to self-reject with minimal traffic disruption.

NOT FOR CONSTRUCTION

ENTRY CONTROL FACILITIES / INSTALLATION ACCESS CONTROL POINTS (ECF/IAACP)

AIR FORCE CIVIL ENGINEER CENTER

YORK MUSEUM CIVIL ENGINEER CENTER

TOWER GATEHOUSE CIVIL ENGINEER CENTER

AIR FORCE CIVIL ENGINEER CENTER

 facilities dynamic prototypes design:

2105 Best Coast Road, Suite 300, Austin, TX 78746

2705 Bee Cave Road, Suite 300, Austin, TX 78746

911 Central Parkway North, Suite 425, San Antonio, TX 78232

501 North Broadway, St. Louis, MO 63102

Designed By:

Date: 1 MARCH 2015

Drawn By:

Checked By:

Jacobs Project No: FON063322

Drawing Title:

VISITOR/DOD ENTRY UNCONSTRAINED SCHEMATIC

VISITOR/DOD ENTRY GATE (UNCONSTRAINED) SCHEMATIC

SELF REJECTION LANE (ABLE TO ACCOMMODATE SEMI TRUCKS)

CHASE VEHICLE REJECTION LANE

PORTABLE TRAFFIC CONTROL DEVICE STORAGE

R.A.M. POST (AT HIGHER FCPCN)

R.A.M. POST (AT HIGHER FCPCN)

PORTABLE TRAFFIC CONTROL DEVICE STORAGE

REVERSE ENTRY DEVICE (TPV SYX)

RESPONSE ZONE

OVERWATCH

FINAL DENIAL CAPABILITY

ACCESS CONTROL ZONE

INSPECTION ZONE

POV

FACILITIES DYNAMIC PROTOTYPES DESIGN

ENTRY CONTROL FACILITIES / INSTALLATION ACCESS CONTROL POINTS (ECF/IAACP)
KEY NOTES:

1. Reference Note 1 on Sheet 201.

2. In confined sites, incorporate a curvilinear access road, traffic circles and/or small radius turns in order to limit the speed of vehicles and create the opportunity for a more interesting approach.

3. Reference Notes 3 through 10 on Sheet 201.

GENERAL SITE PLAN NOTES:

1. Reference note 1 on Sheet 201.

2. In confined sites, incorporate a curvilinear access road, traffic circles and/or small radius turns in order to limit the speed of vehicles and create the opportunity for a more interesting approach.

3. Reference Notes 3 through 10 on Sheet 201.
GENERAL SITE PLAN NOTES:

1. DESIGN ENTRY POINTS TO ALLOW ADEQUATE ASSESSMENT OF AUTHORIZATION OF APPROACHING VEHICLES. WHILE MAINTAINING SAFETY OF GATE GUARDS AND OTHER VEHICLES APPROACHING THE ENTRY POINT, WITHOUT DISRUPTING PEDESTRIAN OR VEHICULAR TRAFFIC FLOW.

2. LIMIT SPEED OF VEHICLES BY USING CURVILINEAR ACCESS ROADS, SPEED HUMPS OR TEXTURED PAVEMENTS.

3. UTILIZE EXISTING NATURAL SITE FEATURES SUCH AS TOPOGRAPHY, WATER FEATURES, AND DENSE VEGETATION ALONG ROADWAY TO SECURE ENTRY AND EXIT PROCEDURES AND INCORPORATE NEW FEATURES WHERE APPROPRIATE.

4. PROVIDE CLEAR SIGHT LINES WITHIN SITE TO ALLOW SECURITY PERSONNEL AND SECURITY DEVICES TO MONITOR THE SITE AND AREA BEYOND.

5. MINIMIZE CLEAR SIGHT LINES INTO SITE BY POTENTIAL AGGRESSORS THROUGH SCREENING OR UTILIZATION OF NATURAL FEATURES.

6. PROVIDE SELF-REJECTION LANE WITH TURNING RADII ADEQUATE FOR SEMI-TRUCKS PRIOR TO TOWARD GROUND SHOULD TARGET BE MISSED. OVERWATCH SHALL ALSO BE LOCATED A SAFE DISTANCE FROM FINAL DENIAL PERSONNEL A CLEAR VIEW OF APPROACHING DRIVERS AND DRIVERS A CLEAR VIEW OF GATEHOUSE.

7. FINAL DENIAL CAPABILITIES SHALL MEET THE REQUIREMENTS OF UFC 4-022-01, UFC 4-022-02, UFGS 34 71 13.19, UFGS 34 41 26.00, AND SDDCTEA PAMPHLET 55-15 .

8. PROVIDE A FINAL DENIAL SYSTEM THAT WILL PROHIBIT UNAUTHORIZED VEHICLES FROM ENTERING REVERSE ENTRY DEVICES SUCH AS DETECTION LOOPS, WHICH ARE THE PREFERRED METHOD, SHALL BE APPROVED BY BASE.

9. INCORPORATE SITE LIGHTING WITH A MINIMUM AVERAGE OF 4-FOOT-CANDLES TO PROVIDE SECURITY PERSONNEL A CLEAR VIEW OF APPROACHING DRIVERS AND DRIVERS A CLEAR VIEW OF GATEHOUSE.

KEY NOTES:

1. **MINIMUM STANDOFF DISTANCE SHALL BE DETERMINED PER UFC 2-100-01, UFC 4-010-02, AND SDDCTEA PAMPHLET 55-15.**

2. **VEHICULAR CONTAINMENT BARRIER SHALL MEET THE REQUIREMENTS OF UFC 4-022-02 AND SDDCTEA PAMPHLET 55-15.**

3. **ACCESS CONTROL DEVICES, SUCH AS DROP ARM GATES, SHALL BE APPROVED BY BASE.**

4. **LANE TRANSITIONS SHALL BE ACHIEVED AT A 10:1 TAPER PER SDDCTEA PAMPHLET 55-15.**

5. **NUMBER OF ID-CHECK STATIONS SHALL BE BASED ON TRAFFIC ENGINEERING ASSESSMENT. PER SDDCTEA PAMPHLET 55-15.**

6. **RESPONSE ZONE LENGTH SHALL BE CALCULATED ON UFC 4-022-01, UFC 4-022-02, SDDCTEA PAMPHLET 55-15, LATEST EDITIONS, BASED ON GOVERNING THREAT SCENARIO (MOUNTED/HIGH SPEED, OUTBOUND/OUTBOUND, OR ONE OF THE COVERT ATTACKS WHICH RESULTS IN THE LONGEST REQUIRED ZONE LENGTH. APPROACH ZONE LENGTH, RESPONSE ZONE SPEED REDUCING MEASURES, AND WRONG-WAY AND OVERSPEED DETECTION MEANS WILL IMPACT THE RESULTING OVERALL ACCESS CONTROL, POINTS LENGTH. REFER TO THE DESIGN CRITERIA FOR THREAT ROUTE CALCULATIONS OVERVIEW.**

7. **FINAL DENIAL CAPABILITIES SHALL MEET THE REQUIREMENTS OF UFC 4-022-01, UFC 4-022-02, UFGS 34 71 13.19, UFGS 34 41 26.00, AND SDDCTEA PAMPHLET 55-15.**

8. **THE OVERWATCH POSITION, IF PROVIDED, SHALL BE IN ACCORDANCE WITH SDDCTEA PAMPHLET 55-15 AND UFC 4-022-01. THE OVERWATCH POSITION SHALL BE ELEVATED, REACTIVE TO UNPLANNED ATTACK/THREAT, SUCH TO CREATE ANY AMORTIZATION FIRE TOWARD GROUND SHOULD TARGET BE MISSED. OVERWATCH SHALL ALSO BE LOCATED A SAFE DISTANCE FROM FINAL DENIAL, SHOULD IT BE DEPLOYED AND A WIDENED OCCUR.**

9. **REVERSE ENTRY DEVICES SUCH AS DETECTION LOOPS, WHICH ARE THE PREFERRED METHOD, SHALL BE APPROVED BY BASE. IN ADDITION, SECURITY FORCES SHALL BE CONSULTED. GATE NOT REQUIRED TO BE AT BASE PERIMETER. LOCATION TO BE BASE SPECIFIC.**

10. **R.A.M. POST (AT HIGHER FPCONs) WILL BE LOCATED 25' FROM GATEHOUSE, OR APPROACH ZONE 25' FROM ENTRANCE TO CHECK STATION.**

11. **RESPONSE ZONE LENGTH SHALL BE CALCULATED ON UFC 4-022-01, UFC 4-022-02, SDDCTEA PAMPHLET 55-15, LATEST EDITIONS, BASED ON GOVERNING THREAT SCENARIO (MOUNTED/HIGH SPEED, OUTBOUND/OUTBOUND, OR ONE OF THE COVERT ATTACKS WHICH RESULTS IN THE LONGEST REQUIRED ZONE LENGTH. APPROACH ZONE LENGTH, RESPONSE ZONE SPEED REDUCING MEASURES, AND WRONG-WAY AND OVERSPEED DETECTION MEANS WILL IMPACT THE RESULTING OVERALL ACCESS CONTROL, POINTS LENGTH. REFER TO THE DESIGN CRITERIA FOR THREAT ROUTE CALCULATIONS OVERVIEW.**

12. **OVERWATCH SHALL ALSO BE LOCATED A SAFE DISTANCE FROM FINAL DENIAL PERSONNEL A CLEAR VIEW OF APPROACHING DRIVERS AND DRIVERS A CLEAR VIEW OF GATEHOUSE.**

13. **GATE NOT REQUIRED TO BE AT BASE PERIMETER. LOCATION TO BE BASE SPECIFIC.**
KEY NOTES:

1. MINIMUM STANDOFF DISTANCE SHALL BE DETERMINED PER UFC 2-100-01, UFC 4-010-02, AND SDDCTEA PAMPHLET 55-15.

2. MINIMUM TURNING RADIUS SHALL BE BASED ON ANTICIPATED LARGEST VEHICLE LIKELY TO USE THE FACILITY PER SDDCTEA PAMPHLET 55-15, AND UFC 4-022-01.

3. VEHICLE INSPECTION CONSIDERATIONS SHALL BE IN ACCORDANCE WITH UFC 4-022-01 AND SDDCTEA PAMPHLET 55-15.

4. ACCESS CONTROL DEVICES, SUCH AS DROP ARM GATES, SHALL BE APPROVED BY BASE.

5. VEHICULAR CONTAINMENT BARRIER SHALL MEET THE REQUIREMENTS OF UFC 4-022-02 AND SDDCTEA PAMPHLET 55-15.


7. SELF REJECTION LANE (ABLE TO ACCOMMODATE SEMI TRUCKS)

8. APPROX. 1000'

9. APPROX. 560'

10. APPROX. 38'

11. APPROX. 25'

12. APPROX. 20'

13. APPROX. 14'

14. APPROX. 10'

15. APPROX. 5'

16. APPROX. 3'

17. APPROX. 2'

18. APPROX. 1'

19. APPROX. 0'

GENERAL SITE PLAN NOTES:

1. REFERENCE NOTE 1 ON SHEET 203.

2. IN CONFINED SITES, INCORPORATE A CURVILINEAR ACCESS ROAD, TRAFFIC CIRCLES AND/OR SMALL RADIUS TURNS IN ORDER TO LIMIT THE SPEED OF VEHICLES AND CREATE THE OPPORTUNITY FOR A MORE INTERESTING APPROACH.

3. REFERENCES NOTES 3 THROUGH 9 ON SHEET 203.

4. IF THE DISTANCE BETWEEN THE PUBLIC ROADWAY AND INTERNAL BASE ROADWAY IS LESS THAN 1000', REFERENCE THE ALTERNATE DoD CONSTRAINED SITE ON SHEET A-204.

5. IF THE DISTANCE BETWEEN THE PUBLIC ROADWAY AND INTERNAL BASE ROADWAY IS LESS THAN 1000', REFERENCE THE ALTERNATE DoD CONSTRAINED SITE ON SHEET A-204.


7. IF THE DISTANCE BETWEEN THE PUBLIC ROADWAY AND INTERNAL BASE ROADWAY IS LESS THAN 1000', REFERENCE THE ALTERNATE DoD CONSTRAINED SITE ON SHEET A-204.


KEY NOTES:

1. MINIMUM STANDOFF DISTANCE SHALL BE DETERMINED PER UFC 2-100-01, UFC 4-010-02, AND SDDCTEA PAMPHLET 55-15.

2. MINIMUM TURNING RADIUS SHALL BE BASED ON ANTICIPATED LARGEST VEHICLE LIKELY TO USE THE FACILITY TRAVELING AT 15 MPH PER SDDCTEA PAMPHLET 55-15, AND UFC 4-022-01.

3. SIZING OF INSPECTION AREAS SHALL BE IN ACCORDANCE WITH SDDCTEA PAMPHLET 55-15.

4. VEHICLE INFECTION CONSIDERATIONS SHALL BE IN ACCORDANCE WITH UFC 4-022-01 AND SDDCTEA PAMPHLET 55-15.

5. ACCESS CONTROL DEVICES, SUCH AS DROP ARM GATES, SHALL BE APPROVED BY BASE.


7. LANE TRANSITIONS SHALL BE ACHIEVED AT A 10:1 TAPER PER SDDCTEA PAMPHLET 55-15.

8. NUMBER OF ID CHECK STATIONS SHALL BE BASED ON TRAFFIC ENGINEERING ASSESSMENT PER SDDCTEA PAMPHLET 55-15.

9. RESPONSE ZONE LENGTH SHALL BE CALCULATED ON UFC 4-022-01, UFC 4-022-2, SDDCTEA PAMPHLET 55-15, LATEST EDITIONS, BASED ON GOVERNING THREAT SCENARIO (INBOUND HIGH SPEED, OUTBOUND HIGH SPEED, OR ONE OF THE COVERT ATTACKS) WHICH RESULTS IN THE LONGEST REQUIRED ZONE LENGTH.

10. APPROACH ZONE LENGTH, RESPONSE ZONE SPEED REDUCING MEASURES, AND WRONG-WAY AND OVERSPEED DETECTION MEANS WILL IMPACT THE RESULTING OVERALL ACCESS CONTROL POINTS LENGTH. REFER TO THE DESIGN CRITERIA FOR THREAT ROUTE CALCULATIONS OVERVIEW.

11. FINAL DENIAL CAPABILITIES SHALL MEET THE REQUIREMENTS OF UFC 4-022-31, UFC 4-022-02, UFGS 34 11 13, UFGS 34 41 26, AND SDDCTEA PAMPHLET 55-15.

12. THE OVERWATCH POSITION, IF PROVIDED, SHALL BE IN ACCORDANCE WITH SDDCTEA PAMPHLET 55-15 AND UFC 4-022-01. THE OVERWATCH POSITION SHALL BE ELEVATED, REACTIVE TO ONCOMING TRAFFIC/THREAT, SO AS TO DIRECT ANY AMMUNITION FIRE TOWARD GROUND SHOULD TARGET BE MISSED. OVERWATCH SHALL ALSO BE LOCATED A SAFE DISTANCE FROM FINAL DENIAL SHOULD IT BE DEPLOYED AND A WRECK OCCUR.

13. REVERSE ENTRY DEVICES SUCH AS DETECTION LOOPS, WHICH ARE THE PREFERRED METHOD, SHALL BE APPROVED BY BASE. IN ADDITION, SECURITY FORCES SHALL BE CONSULTED.

14. GATE NOT REQUIRED TO BE AT BASE PERIMETER LOCATION TO BE BASE SPECIFIC.

GENERAL SITE PLAN NOTES:

1. REFERENCE NOTE 1 ON SHEET 203

2. IN CONFINED SITES, INCORPORATE A CURVILINEAR ACCESS ROAD, TRAFFIC CIRCLES AND/OR SMALL RADIUS TURNS IN ORDER TO LIMIT THE SPEED OF VEHICLES AND CREATE THE OPPORTUNITY FOR A MORE INTERESTING APPROACH.

3. REFERENCE NOTES 3 THROUGH 9 ON SHEET 203.

MINIMUM STANDOFF DISTANCE SHALL BE DETERMINED PER UFC 2-100-01, UFC 4-010-02, AND SDDCTEA PAMPHLET 55-15.

MINIMUM TURNING RADIUS SHALL BE BASED ON ANTICIPATED LARGEST VEHICLE LIKELY TO USE THE FACILITY TRAVELING AT 15 MPH PER SDDCTEA PAMPHLET 55-15, AND UFC 4-022-01.

SIZING OF INSPECTION AREAS SHALL BE IN ACCORDANCE WITH SDDCTEA PAMPHLET 55-15.

VEHICLE INSPECTION CONSIDERATIONS SHALL BE IN ACCORDANCE WITH UFC 4-022-01 AND SDDCTEA PAMPHLET 55-15.

ACCESS CONTROL DEVICES, SUCH AS DROP ARM GATES, SHALL BE APPROVED BY BASE.

CURVILINEAR CONTAINMENT BARRIER SHALL MEET THE REQUIREMENTS OF UFC 4-022-02 AND SDDCTEA PAMPHLET 55-15.

LANE TRANSITIONS SHALL BE ACHIEVED AT A 10:1 TAPER PER SDDCTEA PAMPHLET 55-15.

NUMBER OF ID CHECK STATIONS SHALL BE BASED ON TRAFFIC ENGINEERING ASSESSMENT PER SDDCTEA PAMPHLET 55-15.

RESPONSE ZONE LENGTH SHALL BE CALCULATED ON UFC 4-022-01, UFC 4-022-2, SDDCTEA PAMPHLET 55-15, LATEST EDITIONS, BASED ON GOVERNING THREAT SCENARIO (INBOUND HIGH SPEED, OUTBOUND HIGH SPEED, OR ONE OF THE COVERT ATTACKS) WHICH RESULTS IN THE LONGEST REQUIRED ZONE LENGTH.

APPROACH ZONE LENGTH, RESPONSE ZONE SPEED REDUCING MEASURES, AND WRONG-WAY AND OVERSPEED DETECTION MEANS WILL IMPACT THE RESULTING OVERALL ACCESS CONTROL POINTS LENGTH. REFER TO THE DESIGN CRITERIA FOR THREAT ROUTE CALCULATIONS OVERVIEW.

FINAL DENIAL CAPABILITIES SHALL MEET THE REQUIREMENTS OF UFC 4-022-31, UFC 4-022-02, UFGS 34 11 13, UFGS 34 41 26, AND SDDCTEA PAMPHLET 55-15.

THE OVERWATCH POSITION, IF PROVIDED, SHALL BE IN ACCORDANCE WITH SDDCTEA PAMPHLET 55-15 AND UFC 4-022-01. THE OVERWATCH POSITION SHALL BE ELEVATED, REACTIVE TO ONCOMING TRAFFIC/THREAT, SO AS TO DIRECT ANY AMMUNITION FIRE TOWARD GROUND SHOULD TARGET BE MISSED. OVERWATCH SHALL ALSO BE LOCATED A SAFE DISTANCE FROM FINAL DENIAL SHOULD IT BE DEPLOYED AND A WRECK OCCUR.

REVERSE ENTRY DEVICES SUCH AS DETECTION LOOPS, WHICH ARE THE PREFERRED METHOD, SHALL BE APPROVED BY BASE. IN ADDITION, SECURITY FORCES SHALL BE CONSULTED.

GATE NOT REQUIRED TO BE AT BASE PERIMETER LOCATION TO BE BASE SPECIFIC.

SCALE(S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22X34 SHEET
KEY NOTES:

1. Minimum standoff distance shall be determined per UFC 2-100-01, UFC 4-010-02, and SDDCTEA Pamphlet 55-15.
2. Minimum turning radius shall be based on anticipated largest vehicle likely to use the facility per SDDCTEA Pamphlet 55-15 and UFC 4-022-01.
3. Size of inspection areas shall be in accordance with SDDCTEA Pamphlet 55-15.
4. Truck inspection considerations shall be in accordance with UFC 4-022-01 and SDDCTEA Pamphlet 55-15.
5. Access control devices, such as drop arm gates, shall be approved by base.
6. Vehicular containment barrier shall meet the requirements of UFC 4-022-02 and SDDCTEA Pamphlet 55-15.
7. Lane transitions shall be achieved at a 10:1 taper per SDDCTEA Pamphlet 55-15.
8. Truck holding shall be based on traffic engineering assessment per SDDCTEA Pamphlet 55-15.
9. Response zone is not applicable at commercial gates. The final denial barrier shall remain in the normally closed mode.
10. Final denial capabilities shall meet the requirements of UFC 4-022-01, UFC 4-022-02, UFC 34-71-13-19, UFC 34-41-26-05, and SDDCTEA Pamphlet 55-15. Final denial barrier shall remain in the normally closed mode therefore shall be selected with the understanding of the frequent use.
11. The Overwatch position, if provided, shall be in accordance with SDDCTEA Pamphlet 55-15 and UFC 4-022-02. The Overwatch position shall be elevated, reactive to oncoming traffic/threat, so as to direct any ammunition fire away from base personnel. The Overwatch position shall also be located a safe distance from final denial. Should it be deployed and a drive occur, the Overwatch shall also be located a safe distance from final denial. Should it be deployed and a drive occur, the Overwatch position should be deployed in a manner that provides protection for base personnel. The Overwatch position shall be located a safe distance from the base personnel.
12. Reverse entry devices such as detection loops, which are the preferred method, shall be approved by base.
13. Gate not required to be at base perimeter. Location to be base specific.

GENERAL SITE PLAN NOTES:

1. Design entry points to allow adequate assessment of authorization of approaching vehicles, while maintaining safety of gate guards and other vehicles approaching the entry point, without disrupting pedestrian or vehicular traffic flow.
2. Limit speed of vehicles by using curvilinear access roads, speed humps or textured pavement.
3. Utilize existing natural site features such as topography, water features, and dense vegetation along roadway to secure entry and exit procedures and incorporate new features where appropriate.
4. Provide clear sight lines within site to allow security personnel and security devices to monitor the site and area beyond.
5. Provide adequate exiting and self-rejection lanes with turning radii appropriate for semi-trucks to minimize traffic disruption.
6. Access control devices, such as drop arm gates, shall be approved by base.
7. Minimize clear sight lines into site by potential aggressors through screening or utilization of natural features.
8. Truck inspection considerations shall be in accordance with UFC 4-022-01 and SDDCTEA Pamphlet 55-15.
9. Provide a final denial system that will prohibit unauthorized vehicles from entering the site, both on the inbound and outbound side. Active vehicle barriers for commercial entries are to be function at 'normally closed mode'-guard opens and closes airtight for each vehicle entering the installation.
10. Truck holding shall be based on traffic engineering assessment, per SDDCTEA Pamphlet 55-15.
11. Access control points (ECF/IACP) air force civil engineer center facilities dynamic prototypes design.
KEY NOTES:
1. MINIMUM STANDOFF DISTANCE SHALL BE DETERMINED PER UFC 2-100-01, UFC 4-010-02, AND SDDCTEA PAMPHLET 55-15.
2. MINIMUM TURNING RADIUS SHALL BE BASED ON ANTICIPATED LARGEST VEHICLE LIKELY TO USE THE FACILITY PER SDDCTEA PAMPHLET 55-15, AND UFC 4-022-01.
3. SIZING OF INSPECTION AREAS SHALL BE IN ACCORDANCE WITH SDDCTEA PAMPHLET 55-15.
4. ACCESS CONTROL CONSIDERATIONS, SUCH AS DROP ARM GATES, SHALL BE APPROVED BY BASE.
5. VEHICLE CONTAINMENT BARRIER SHALL MEET THE REQUIREMENTS OF UFC 4-022-02 AND SDDCTEA PAMPHLET 55-15.
8. RESPONSE ZONE IS NOT APPLICABLE AT COMMERCIAL GATES. THE FINAL DENIAL BARRIER SHALL REMAIN IN THE NORMALLY CLOSED MODE.
9. FINAL DENIAL CAPABILITIES shall MEET THE REQUIREMENTS OF UFC 4-022-01, UFC 4-022-02, UFC 34.71.13.19, UFC 34.41.26.00, AND SDDCTEA PAMPHLET 55-15. FINAL DENIAL BARRIER SHALL REMAIN IN THE NORMALLY CLOSED MODE THEREFORE SHALL BE SELECTED WITH THE UNDERSTANDING OF THE FREQUENT USE.
10. THE OVERWATCH POSITION, IF PROVIDED, SHALL BE IN ACCORDANCE WITH SDDCTEA PAMPHLET 55-15 AND UFC 4-022-01. THE OVERWATCH POSITION SHALL BE ELEVATED, REACTIVE TO ONCOMING TRAFFIC threat. SO AS TO DIRECT ANY AMMUNITION FIRE TOWARDS GROUND SHOULD TARGET BE MISSED. OVERWATCH SHALL ALSO BE LOCATED A SAFE DISTANCE FROM FINAL DENIAL. SHOULD IT BE DEPLOYED AND A WRECK OCCUR.
11. REVERSE ENTRY DEVICES SUCH AS DETECTION LOOPS, WHICH ARE THE PREFERRED METHOD, SHALL BE APPROVED BY BASE. IN ADDITION, SECURITY FORCES SHALL BE CONSULTED.
12. GATE NOT REQUIRED TO BE AT BASE PERIMETER. LOCATION TO BE BASE SPECIFIC.

GENERAL SITE PLAN NOTES:
1. REFERENCE NOTE 1 ON SHEET 205.
2. IN CONFINED SITES, INCORPORATE A CURVILINEAR ACCESS ROAD AND/OR SMALL RADIUS TURNS IN ORDER TO LIMIT THE SPEED OF VEHICLES AND CREATE THE OPPORTUNITY FOR A MORE INTERESTING APPROACH.
3. REFERENCE NOTES 3 THROUGH 9 SHEET 205.

NOTE: MARCH 2015

NOT FOR CONSTRUCTION

2701 North Broadway, Suite 300, Austin, TX 78704
511 Central Parkway, Suit 226, San Antonio, TX 78232
550 Smith Roadway, Suite 425, Kansas City, MO 64111

Designed By:
Drawn By:
Checked By:

Drawing No.:
Date:
Drawing Title:
Jacobs Project No.:

1 MARCH 2015

Page Title:

ENTRY CONTROL FACILITIES / INSTALLATION ACCESS CONTROL POINTS (ECF/ACCP)
KEY NOTES:

1. Minimum standoff distance shall be determined per UFC 2-100-01, UFC 4-210-2, and SDDCTEA PAMPHLET 55-15.

2. Minimum turning radius shall be based on anticipated largest vehicle likely to use the facility per SDDCTEA PAMPHLET 55-15 and UFC 4-210-2.

3. Truck inspection considerations shall be in accordance with UFC 4-210-2 and SDDCTEA PAMPHLET 55-15.

4. Access control devices, such as drop arm gates, shall be approved by base.

5. Vehicular containment barrier shall meet the requirements of UFC 4-202-02 and SDDCTEA PAMPHLET 55-15.

6. Lane transitions shall be achieved at a 10:1 taper per SDDCTEA PAMPHLET 55-15.

7. Number of fixed checkpoints shall be based on traffic engineering assessment per SDDCTEA PAMPHLET 55-15 and UFC 4-210-2. Truck holding shall be based on traffic engineering assessment per SDDCTEA PAMPHLET 55-15.

8. Response zone length shall be calculated on UFC 4-210-2, UFC 4-210-2, SDDCTEA PAMPHLET 55-15, latest edition, based on governing threat scenario (ground/air speed, outbound/ingress speed, or one of the covert attacks) which results in the longest required zone length. Approach zone length, response zone speed, reducing measures, and wrong-way and overspeed detection means will impact the resulting overall access control. Points length. Refer to the design criteria for threat route calculations. Overview response zone is not applicable at commercial gates. The final denial barrier shall remain in the normally closed mode.


10. The final denial barrier shall remain in the normally closed mode. Therefore shall be selected with the understanding of the frequent use.

11. The overwatch position, if provided, shall be in accordance with SDDCTEA PAMPHLET 55-15 and UFC 4-210-2. The overwatch position shall be elevated, reactive to incoming traffic conditions. So as to direct any ammunition fire toward ground should target be missed. Overwatch shall also be located a safe distance from final denial. Should it be deployed and a wreck occur.

12. Reverse entry devices such as detection loops, which are the preferred method, shall be approved by base. In addition, security forces shall be consulted.

13. Gate not required to be at base perimeter. Location to be base specific.

14. Visitor's center parking shall be sized in accordance with SDDCTEA PAMPHLET 55-15.

GENERAL SITE PLAN NOTES:

1. Design entry points to allow adequate assessment of authorization of approaching vehicles, while maintaining safety of gate guards and other vehicles approaching the entry point, without disrupting operations on vehicular traffic flows.

2. Limit speeds on vehicles by using curb/floor access, speed humps or speed bumps in confined areas. Incorporate a curbside access roadway, traffic circles and/or small radii turn in order to limit the speed of vehicles and create the opportunity for a more interesting approach.

3. Utilize existing natural site features such as topography, water features, and dense vegetation along roadway to secure entry and exit procedures and incorporate new features where appropriate.

4. Provide clean sight lines within site to allow security personnel and security devices to monitor the site and area beyond.

5. Minimize clean sight lines into site by potential aggressors through screening or utilization of natural features.

6. Provide self-rejection lane with turning radius appropriate for citywide vehicles. Provide for dilemma point and reduce curb radius.

7. Design primary vehicle inspection areas so they are not visible to the public.

8. Provide a fixed denial system that will prevent unauthorized vehicles from entering the site. Both on the inbound and outbound side. Active vehicle barriers for use on both sides are to be function at normally closed mode. Guard stands and closed for each vehicle entering the installation.

9. Incorporate site lighting with a minimum average of 4 foot-candles to provide security personnel a clear view of approaching drivers and drivers a clear view of gatehouse.

10. Provide a final denial system that will prohibit unauthorized vehicles from entering the site, both on the inbound and outbound side. Active vehicle barriers made of steel or concrete shall be placed at access control points.

11. Visitor's center shall be located so that it is easily accessible, clearly visible and has the capacity for vehicles to self-reject with minimal traffic disruption.

12. Visitor's commercial and commercial, in one gate is not preferred and should only be used if site constraints do not allow for multiple gates.
SIGN LEGEND:

TBD

GATE NAMES TBD BY BASE REQUIREMENTS

USE IN TANDEM WITH "TO NOT ENTER" SIGN

USE STANDARD SIGN

SPEED LIMIT 25

SPEED LIMIT TO BE SET BY BASE

STOP

TO BE USED FOR ALL ACTIVE BARRIERS

CHECKPOINT

USE AT INSPECTION & ID CHECK LOCATIONS

FOR TRUCKS AND COMMERCIAL VEHICLES REQUIRING INSPECTION

NO LEFT TURN

VISITORS

ONE WAY

VISITOR’S CENTER

VISITOR’S PARKING

GENERAL SIGNAGE NOTES:

1. ALL SITE PLANS SHALL COMPLY WITH THE UNITED FACILITIES CRITERIA (UFC 4-022-01) SECURITY ENGINEERING ENTRY CONTROL FACILITIES / ACCESS CONTROL POINTS.

2. ALL SIGNS SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). USE TABLES 2C-4, 2C-5, & 2C-6 FOR PLACEMENT DISTANCES OF WARNING SIGNS.

3. ALL SIGNAGE SELECTIONS AND PLACEMENT SHALL FOLLOW SDDCTEA PAMPHLET 55-15, SECTIONS 4, 7, 8, AND 10.

4. ALL SIGN SELECTIONS SHOWN ARE NOTIONAL. FINAL SIGNAGE SHALL BE APPROVED BY THE BASE.

5. ALL SIGN SELECTIONS & PLACEMENT SHOULD BE BASED OFF OF CIRCULATION REQUIREMENTS.

6. ADDITIONAL SIGNAGE MAY BE REQUIRED.

"BARRIER ACTIVATED WHEN FLASHING" USE THIS SIGN OR ANOTHER BASE APPROVED SIGN

SPEED LIMIT TO BE SET BY BASE

TO BE USED FOR ALL ACTIVE BARRIERS

CHECKPOINT

USE AT INSPECTION & ID CHECK LOCATIONS

"BARRIER ACTIVATED WHEN FLASHING" USE THIS SIGN OR ANOTHER BASE APPROVED SIGN

NOTIONAL SIGNAGE PLAN