# AIR FORCE CIVIL ENGINEER CENTER

FACILITIES DYNAMIC PROTOTYPES DESIGN: ENTRY CONTROL FACILITIES / INSTALLATION ACCESS CONTROL POINTS (ECF/IACP)

**DATE:**

**1 MARCH 2015**

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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 BIM 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 AFSPC 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 AFDC.

BUILDING SUPPORT SPACES, INCLUDING BUT NOT LIMITED TO RESTROOMS, JANITORS CLOSETS, AND MECHANICAL/ELECTRICAL ROOMS HAVE BEEN INCLUDED IN THE MODULES FOR THESE SPECIFIC REQUIREMENTS. SPACES ALONG WITH DAYLIGHTING OF INTERIOR SPACES, IAW THE REQUIREMENTS OF UFC 1-200-02, HIGH PERFORMANCE AND SUSTAINABLE BUILDING REQUIREMENTS, SHOULD BE REEVALUATED BASED ON THE FINAL 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.

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

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 (DETECTION OR RETENTION PONDS) IAW UFC 1-200-02, HIGH PERFORMANCE, AND SUSTAINABLE BUILDING REQUIREMENTS HAS NOT BEEN CONSIDERED FOR THESE CONCEPTUAL SITE PLANS.

3. LANDSCAPE PLANS SHALL BE IN ACCORDANCE WITH UFC 4-022-01. LANDSCAPE SHALL ENHANCE THE BASE ENVIRONMENT AND EMPHASIZE THE MISSION CRITICAL VIEWS.

4. ROAD SPEED MANAGEMENT DESIGN PER SDDCTEA PAMPHLET 55-15 AND UFC 4-022-01.

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 (BASE 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 CARPET TILE
BASE: TILES OR RUBBER BASE
WALLS: HIGH IMPACT 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 TILES
BASE: TILES OR RUBBER BASE
WALLS: GYPSUM BOARD (GB) AND PAINT
CEILING:  ACT OR GB (MIN. 9'-0" A.F.F.) OR OPEN TO STRUCTURE
CASEWORK: HIGHLY DURABLE MATERIALS

TOILETS
FLOOR: TILE
BASE: TILES BASE
WALLS: GYPSUM BOARD (GB) AND PAINT
CEILING: ACT Or GB (MIN. 9'-0" A.F.F)

SUPPORT SPACES (STORAGE, JC, 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" A.F.F) OR OPEN TO STRUCTURE

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

NOTES
1. COMPLY WITH BASE DESIGN STANDARDS/ARCHITECTURAL COMPATIBILITY PLANS AND AFCFS.
1. Determine processing capacity and parking by the peak hourly requirements as defined by an ODC 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 controls (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 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 carpet tile
  - Base: tile or rubber base
  - Walls: high impact 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: high impact gypsum board (GB) and paint
  - Ceiling: act or GB (min 9' 0" A.F.F.) or open to structure

**Notes**
- All standard countertops are 36" A.F.F. unless noted otherwise.
- Interior finishes:
  - Administration & Break/Copy
  - Lobby, Waiting & ID Checking
  - Support spaces (storage, JC, IT/COMM, Mech)

**Fabrication and Installation Access Control Points (ECF/IACP)**
- Designed By:
- Drawn By: Checked By:
- Date: 1 March 2015
- Drawing Title: VISITORS CENTER - PLAN B
- Drawing No.: A-103

**Square Footage (Reference Program)**
- Plan = 2,042 GSF
VISITORS CENTER - PLAN B (NOTIONAL MASSING)

NOTES
1. COMPLY WITH BASE DESIGN STANDARDS / ARCHITECTURAL COMPATIBILITY PLANS AND AFCPS.

NOT FOR CONSTRUCTION

AIR FORCE FINE ENGINEERING CENTER FACILITIES DYNAMIC PROTOTYPES DESIGN
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS CONTROL POINTS (ECF/IACP)

VISITORS CENTER - PLAN B

Designed By: AM
Drawn By: AM / KW
Checked By: MDT

Drawing No.: A-104

Date: 1 MARCH 2015
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).


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. 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 & 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. Do not expose 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/WAITING AREAS AND CEILING MOUNTED UNIT HEATERS OR FANS IN INSPECTION BAYS.
5. PROVIDE VENTILATION IN ACCORDANCE TO ASHARE 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: GYPSUM BOARD (GB) PAINTED
CEILING: ACT OR GB (MIN. 9’-0” A.F.F)

INSPECTION BAY
FLOOR: CONCRETE
BASE: RAISED 6” CONCRETE CURB
WALLS: EXPOSED STRUCTURE - INSULATED DURABLE LINER PANELS IN COLD CLIMATES
CEILING: EXPOSED STRUCTURE - VAV, FACED INSULATION IN COLD CLIMATES (MIN. 14’-6” A.F.F)

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 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 storage 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 / it equipment within the gatehouse room in the it/comm closet.
10. Duty weapon 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 capabilities.
13. Provide transfer switch at building exterior for standby portable generator(s) (3-10kW). Coordinate with final denial capability.
14. Space for under counter refrigerator, sink and microwave at break counter.
15. Interior hose bib for washdown and drain.
16. All standard countertops are 30" 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

COMMERCIAL VEHICLE INSPECTION AND GATEHOUSE HIGH VOLUME (NOTIONAL MASSING)
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 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 carriage 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], laser 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.
14. Provide under counter refrigerator, sink and microwave at break counter.
15. Provide hose BB for washdown and drainage.
16. All standard countertops are 36" A.F.F. unless noted otherwise.

NOTES

COMMERCIAL VEHICLE INSPECTION AND GATEHOUSE (LOW VOLUME)

SQUARE FOOTAGE (REFERENCE PROGRAM)

MODULE = 1,763 GSF
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)
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

- FLOOR: FINISHED CONCRETE OR VCT
- BASE: RUBBER BASE
- WALLS: DURABLE (GYPSUM BOARD) (GB) WITH PROTECTIVE LINER PANEL
- CEILING: ACT OR GB (MIN. 84" APF)
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, storage & break floor: sealed/stained concrete or tile base
- Walls: rigid high impact wall covering over high impact gypsum/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)

NOTE: Security bollards, transaction drawer (typ), under counter refrigerator, perimeter fence, entry plaza, bi-directional turnstiles, line of canopy above - attached to turnstile construction, support wall, barrier - other designs acceptable, line of roof overhang (above), support wall, perimeter fence.
PEDESTRIAN ENTRY (NOTIONAL MASSING)
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. VEHICLE ACCESS CONTROL DEVICES, 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.
6. PROVIDE SELF-REJECTION LANE WITH TURNING RADII ADEQUATE FOR SEMI-TRUCKS PRIOR TO GATEHOUSE WHERE COMERCIAL VEHICLES ARE PROHIBITED FROM ENTERING.
7. PROVIDE CLEAR SIGHT LINES WITHIN SITE TO ALLOW SECURITY PERSONNEL AND SECURITY DEVICES TO MONITOR THE SITE AND AREA BEYOND.
8. MINIMIZE CLEAR SIGHT LINES INTO SITE BY POTENTIAL AGGRESSORS THROUGH SCREENING OR UTILIZATION OF NATURAL FEATURES.
9. INCORPORATE SITE LIGHTING WITH A MINIMUM AVERAGE OF 4 FOOT-CANDLES TO PROVIDE SECURITY PERSONNEL A CLEAR 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.
10. VISITOR'S CENTER SHALL BE LOCATED SO THAT IT IS EASILY ACCESSIBLE, CLEARLY VISIBLE AND HAS THE CAPACITY FOR VISITOR'S CENTER PARKING SHALL BE SIZED IN ACCORDANCE WITH SDDCTEA PAMPHLET 55-15.
11. SECURITY FORCES PARKING SHALL BE AT THE BASE PERIMETER LOCATION TO BE BASE SPECIFIC.
12. 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.
3. UTILIZE EXISTING NATURAL SITE FEATURES SUCH AS TOPOGRAPHY, WATER FEATURES, AND DENSE VEGETATION ALONGWAY TO SECURE ENTRY AND EXIT PROCEDURES AND INCOERATE 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 GATEHOUSE WHERE COMERCIAL VEHICLES ARE PROHIBITED FROM ENTERING.
7. DESIGN PRIMARY VEHICLE INSPECTION AREAS SO THEY ARE NOT VISIBLE TO THE PUBLIC.
8. PROVIDE A FINAL DENIAL SYSTEM THAT WILL PROHIBIT UNAUTHORIZED VEHICLES FROM ENTERING THE SITE, BOTH ON THE INBOUND AND OUTBOUND SIDE.
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. 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.

NOT FOR CONSTRUCTION

AIRCRAFT CIVIL ENGINEER CENTER FACILITIES DYNAMIC PROTOTYPE DESIGN:
ENTRY CONTROL FACILITIES/INSTALLATION ACCESS CONTROL POINTS (ECF/IACP)

DESIGNED BY:
SM
DRAFTED BY:
LW
CHECKED BY:

DESIGNED:

JACOBS PROJECT NO:
PD058332

DRAWING TITLE:
VISITOR/DoD ENTRY GATE (UNCONstrained)-SCHEMATIC

DATE:
1 MARCH 2015

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 3-100-01, UFC 4-010-02, AND SDDCTEA PAMPHLET 55-15.

2. MINIMUM TURNDING RADIUS SHALL BE BASED ON ANTICIPATED LARGEST VEHICLE LIKELY TO USE THE FACILITY PER SDDCTEA PAMPHLET 55-15 AND UFC 4-010-01.

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


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

6. OVERWATCH POSITION, IF PROVIDED, SHALL BE IN ACCORDANCE WITH SDDCTEA PAMPHLET 55-15.

7. VIEWS OF ENTRY/EXIT DOORS OF VISITORS' ENTRY GATE AND SELF-REJECTION LANE SHALL BE IN ACCORDANCE WITH SDDCTEA PAMPHLET 55-15.

8. STANDOFF DISTANCE SHALL BE BASED ON MINIMUM STANDOFF DISTANCE AND MINIMUM TURNDING RADIUS.

9. FINAL DENIAL CAPABILITIES SHALL MEET THE REQUIREMENTS OF UFC 4-022-01, UFC 4-022-02, UFC 4-022-03, AND SDDCTEA PAMPHLET 55-15.

10. REVERSE ENTRY DEVICES SUCH AS DETECTION LOOPS, WHICH ARE THE PREFERRED ACCESS CONTROL DEVICES, SUCH AS DROP ARM GATES, SHALL BE APPROVED BY BASE.

GENERAL SITE PLAN NOTES:

1. REFERENCE NOTE 1 ON SHEET 201.

2. IN-CONFIDENTIAL 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.
KEY NOTES:

1. MINIMUM STANDOFF DISTANCE SHALL BE DETERMINED PER UFC 2-103-01, UFC 4-010-02, AND SDDCTEA PAMPHLET 55-15.

2. MAXIMUM TURNING RADIUS SHALL BE BASED ON ANTICIPATED LARGEST VEHICLE LIKELY TO USE THE FACILITY PER SDDCTEA PAMPHLET 55-15.

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

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

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

6. 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.

7. 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 SPEED, OUTBOUND: MOUNTED, OR ONE OF THE COURTS ATTACK WHICH RESULTS IN THE LONGEST REQUIRED ZONE LENGTH). APPROACH ZONE LENGTH, RESPONSE ZONE SPEED REDUCING MEASURES, AND WRONGWAY AND ONSPEED DETECTION MEANS WILL IMPACT THE RESULTING OVERALL ACCESS CONTROL POINTS LENGTH. REFER TO THE DESIGN CRITERIA FOR THREAT ROUTE CALCULATIONS OVERVIEW.

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 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 wedge occur.

9. REVERSE ENTRY DEVICES SUCH AS DETECTION LOOPS, WHICH ARE THE PREFERRED METHOD, SHALL BE APPROVED BY BASE.

10. IN ADDITION, SECURITY FORCES SHALL BE CONSULTED.

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

12. REVERSE ENTRY DEVICES SUCH AS DETECTION LOOPS, WHICH ARE THE PREFERRED METHOD, SHALL BE APPROVED BY BASE.

13. IN ADDITION, SECURITY FORCES SHALL BE CONSULTED.

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. PROVIDE CLEAR SIGHT LINES FROM GATEHOUSE TO THE SITE, BOTH ON THE INBOUND AND OUTBOUND SIDE.

6. PROVIDE SELF-REJECTION LANE WITH TURNING RADIO-ADEQUATE FOR TRUCKS PRIOR TO GATEHOUSE WHERE COMMERCIAL VEHICLES ARE PROHIBITED FROM ENTERING.

7. PROVIDE SIGHT LINES INTO THE SITE FOR SECURITY PERSONNEL TO MONITOR THE ENVIRONMENT.

8. PROVIDE SIGHT LINES FROM THE SITE TO ALLOW SECURITY PERSONNEL TO MONITOR THE ENVIRONMENT.

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 SIGHT LINES AT THE GATEHOUSE TO ALLOW SECURITY PERSONNEL A CLEAR VIEW OF APPROACHING DRIVERS AND DRIVERS A CLEAR VIEW OF GATEHOUSE.

11. 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.

12. PROVIDE SIGHT LINES AT THE GATEHOUSE TO ALLOW SECURITY PERSONNEL A CLEAR VIEW OF APPROACHING DRIVERS AND DRIVERS A CLEAR VIEW OF GATEHOUSE.

13. PROVIDE SIGHT LINES AT THE GATEHOUSE TO ALLOW SECURITY PERSONNEL A CLEAR VIEW OF APPROACHING DRIVERS AND DRIVERS A CLEAR VIEW OF GATEHOUSE.
KEY 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. NUMBER OF ID CHECK STATIONS SHALL BE BASED ON TRAFFIC ENGINEERING ASSESSMENT, PER SDDCTEA PAMPHLET 55-15.

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-204A.

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


7. 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 (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.

8. 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.

9. 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 FINAL DENIAL SHOULD IT BE DEPLOYED AND A WRECK OCCUR.

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

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

12. PORTABLE TRAFFIC CONTROL DEVICE STORAGE AND PORTABLE TRAFFIC CONTROL DEVICE STORAGE.

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.

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-204A.
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 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 4-022-02 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 4-022-2, SDDCTEA Pamphlet 55-15, latest editions, based on governing threat scenario (inbound/offspeed, outbound/offspeed, 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.
10. Final denial capabilities shall meet the requirements of UFC 4-022-01, UFC 4-022-02, UFGS 34.11.13.19, UFGS 34.41.26.00, and SDDCTEA Pamphlet 55-15.
11. 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 threat/vehicle, 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.
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.
VEHICULAR 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 4-022-01, UFC 4-022-02, UFGS 34.11.13.19, UFGS 34.41.26.00, 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 THREAT/VEHICLE, 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.
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. 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. TRUCK HOLDING SHALL BE BASED ON TRAFFIC ENGINEERING ASSESSMENT, PER SDDCTEA PAMPHLET 55-15.

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

8. PROVIDE ADEQUATE EXITING AND SELF-REJECTION LANES WITH TURNING RADII APPROPRIATE FOR SEMI-TRUCKS TO MINIMIZE TRAFFIC DISRUPTION.

9. DESIGN PRIMARY VEHICLE INSPECTION AREAS SO THEY ARE NOT VISIBLE TO THE PUBLIC.

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 FOR COMMERCIAL ENTRIES ARE TO BE FUNCTION AT “NORMALLY CLOSED MODE”-GUARD OPENS AND CLOSES AS FOR EACH VEHICLE ENTERING THE INSTALLATION.

11. 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.

12. IN ADDITION, SECURITY FORCES SHALL BE CONSULTED.

13. SECURITY FORCES 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 GUARD 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. MINIMIZE CLEAR SIGHT LINES INTO SITE BY POTENTIAL AGGRESSORS THROUGH SCREENING OR UTILIZATION OF NATURAL FEATURES.

6. PROVIDE ADEQUATE EXITING AND SELF-REJECTION LANES WITH TURNING RADII APPROPRIATE FOR SEMI-TRUCKS TO MINIMIZE TRAFFIC DISRUPTION.

7. DESIGN PRIMARY VEHICLE INSPECTION AREAS SO THEY ARE NOT VISIBLE TO THE PUBLIC.

8. PROVIDE A FINAL DENIAL SYSTEM THAT WILL PROHIBIT UNAUTHORIZED VEHICLES FROM ENTERING THE SITE, BOTH ON THE INBOUND AND OUTFIELD SIDE. ACTIVE VEHICLE BARRIERS FOR COMMERCIAL ENTRIES ARE TO BE FUNCTION AT Normally CLOSED MODE- GUARD OPENS AND CLOSES AS 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. 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. 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 PROVIEDED, SHALL BE IN ACCORDANCE WITH SDDCTEA PAMPHLET 55-15 AND UFC ACCESS TO ENTRY. THE OVERWATCH POSITION SHALL BE ELEVATED, REACT IN RESPONSE 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 SHOWN IN THE NORMALLY CLOSED MODE. 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.

Scale: 1" = 50'

Jacobs Project No.: FN062822

Drawing Title: COMMERCIAL ENTRY GATE UNCONSTRAINED

Designed By: Drawn By: Checked By: Date: 1 March 2015

COMMERCIAL ENTRY GATE UNCONSTRAINED A-205
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. 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. Vehicle 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 C.A. 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 4-022-26, 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 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.
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.

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.

NOT FOR CONSTRUCTION
KEY NOTES:

1. DESIGN ENTRY POINTS TO ALLOW ADEQUATE ASSESSMENT OF AUTHORIZATION OF APPROACHING VEHICLES, WHILE MAINTAINING SAFETY OF GATE GUARDS AND OTHER VEHICLES.

2. LIMIT SPEED OF VEHICLES BY USING CURVILINEAR ACCESS ROADS, SPEED HUMPS OR TEXTURED PAVEMENTS. 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. PROVIDE A FINAL DENIAL SYSTEM THAT WILL PROHIBIT UNAUTHORIZED VEHICLES FROM ENTERING THE SITE, BOTH ON THE INBOUND AND OUTBOUND SIDE. ACTIVE VEHICLE BARRIERS WITH THE UNDERSTANDING OF THE FREQUENT USE.

4. PROVIDE SELF-REJECTION LANE WITH TURNING RADII ADEQUATE FOR SEMI-TRUCKS PRIOR TO GATEHOUSE WHERE COMMERCIAL VEHICLES ARE PROHIBITED FROM ENTERING.

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

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

7. PROVIDE SELF-REJECTION LANE WITH TURNING RADII ADEQUATE FOR SEMI-TRUCKS PRIOR TO GATEHOUSE WHERE COMMERCIAL VEHICLES ARE PROHIBITED FROM ENTERING.

8. PROVIDE A FINAL DENIAL SYSTEM THAT WILL PROHIBIT UNAUTHORIZED VEHICLES FROM ENTERING THE SITE, BOTH ON THE INBOUND AND OUTBOUND SIDE. ACTIVE VEHICLE BARRIERS WITH THE UNDERSTANDING OF THE FREQUENT USE.

9. PROVIDE SELF-REJECTION LANE WITH TURNING RADII ADEQUATE FOR SEMI-TRUCKS PRIOR TO GATEHOUSE WHERE COMMERCIAL VEHICLES ARE PROHIBITED FROM ENTERING.

10. 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.

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. 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 REVEALED.
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.

SIGN LEGEND:
- TBD
- GATE NAMES TBD BY BASE REQUIREMENTS
- USE IN TANDEM WITH "DO NOT ENTER" SIGN
- USE STANDARD SIGN
- SPEED LIMIT TO BE SET BY BASE
- USE STANDARD SIGN
- TO BE USED FOR ALL ACTIVE BARRIERS
- USE AT INSPECTION & ID CHECK LOCATIONS
- "BARRIER ACTIVATED WHEN FLASHING" USE THIS SIGN OR ANOTHER BASE APPROVED SIGN
- ONLY IF EQUIPMENT IS USED
- "NO LEFT TURN"
- "ONE WAY"
- FOR TRUCKS AND COMMERCIAL VEHICLES REQUIRING INSPECTION
- "NO TRUCKS"

NOTIONAL SIGNAGE PLAN

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.