



**U.S. AIR FORCE**

# 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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AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
CONTROL POINTS (ECF/IACP)

Drawing Title:

COVER SHEET & DRAWING  
INDEX

Date: 1 MARCH 2015

Designed By: AM Drawing No.:

Drawn By: AM / KW

Checked By: MDT **A-000**

**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 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 AFSFC SUBJECT MATTER EXPERTS (SME) FOR TYPICAL BASE ENTRIES. THE ECF/ACP STRUCTURES ARE AN INDIVIDUAL MODULE THEMSELVES. ANY RECONFIGURATION OF THE MODULES MUST MEET THE REQUIREMENTS OF THE BASE USER AND BE APPROVED BY AFCEC.

BUILDING SUPPORT SPACES, INCLUDING BUT NOT LIMITED TO RESTROOMS, JANITORS CLOSETS, AND MECHANICAL/ELECTRICAL ROOMS HAVE BEEN INCLUDED IN THE MODULES FOR REFERENCE. THESE 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.

**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 REFINEMENT OF DETAILING FOR MATERIALS AND FINISHES TO A FACILITY'S GROUP DESIGNATION. FACILITIES ARE CLASSIFIED IN EITHER GROUPS 1, 2, 3 OR 4 WHICH ARE BASED ON SIMILAR FACILITIES CLASSIFICATIONS FOUND IN AFMAN 32-1084. ECP/IACP FACILITIES ARE CONSIDERED 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 IAW 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 ECP/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 ECP/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 SIMPLE 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 COMPATABILITY WITH THE BASE STANDARDS.

**PERTINENT DOCUMENTS**

THE FOLLOWING IS A SUMMARY OF THE PRIMARY DOCUMENTS GOVERNING THE DESIGN OF ECF/ACP. 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. THE OBJECTIVE OF THE ECP/IACP IS 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.
2. USE THESE DOCUMENTS ALONG WITH THE PROGRAM AND OTHER SUPPORTING DOCUMENTS.
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. 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 BUILDING PLAN NOTES**

1. DIMENSIONS ARE APPROXIMATE AND MUST BE ADJUSTED TO ACCOUNT FOR BASE SPECIFIC STANDARDS AND FINISHES.
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 BUT NOT LIMITED TO, SOUND TRANSMISSION & ABSORPTION (STC/NRC), FIRE RATINGS, THERMAL INSULATION, MATERIALITY, SECURITY, ETC.
4. FURNITURE AND EQUIPMENT SHOWN IS FOR REFERENCE PURPOSES, FINAL REQUIREMENTS MAY DIFFER. COORDINATE SPECIFIC & FINAL REQUIREMENTS WITH THE AIR FORCE.

**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 (DETENTION 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 PUBLIC ENTRANCE BY UTILIZING NATIVE OR ADAPTIVE SPECIES WHILE NOT OBSTRUCTING MISSION CRITICAL VIEWS.

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

ADDITIONAL DESIGN LAYOUTS AVAILABLE IN SDDCTEA PAMPHLET 55-15.

AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
CONTROL POINTS (ECF/IACP)

Drawing Title:

PROJECT INFORMATION

Date: 1 MARCH 2015

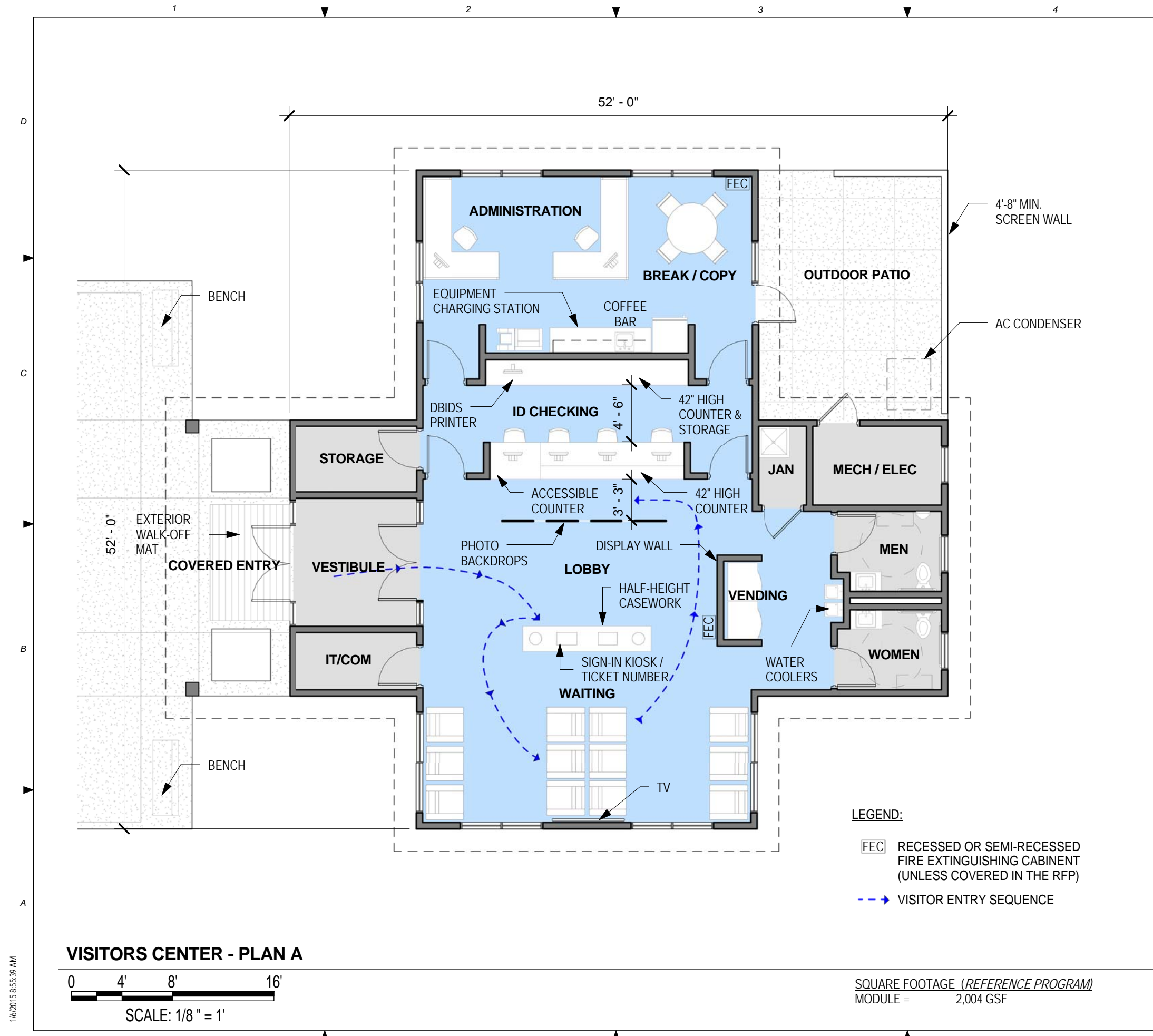
Designed By: AM

Drawn By: AM / KW

Checked By: MDT

Drawing No.:

G-000



**NOTES**

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 CARPET 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  
 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, 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" AFF), OR OPEN TO STRUCTURE

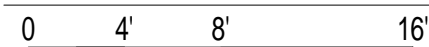
**VESTIBULE**  
 FLOOR: SEALED / STAINED CONCRETE OR TILE  
 BASE: RUBBER BASE  
 WALLS: GYPSUM BOARD (GB) AND PAINT  
 CEILING: ACT, GB (MIN. 9'-0" AFF), OR OPEN TO STRUCTURE

**LEGEND:**

**FEC** RECESSED OR SEMI-RECESSED FIRE EXTINGUISHING CABINET (UNLESS COVERED IN THE RFP)

**- - -** VISITOR ENTRY SEQUENCE

**VISITORS CENTER - PLAN A**



SCALE: 1/8" = 1'

SQUARE FOOTAGE (REFERENCE PROGRAM)  
 MODULE = 2,004 GSF

AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
 ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)

Drawing Title:

VISITORS CENTER - PLAN A

Date: 1 MARCH 2015

Designed By: AM

Drawn By: AM / KW

Checked By: MDT

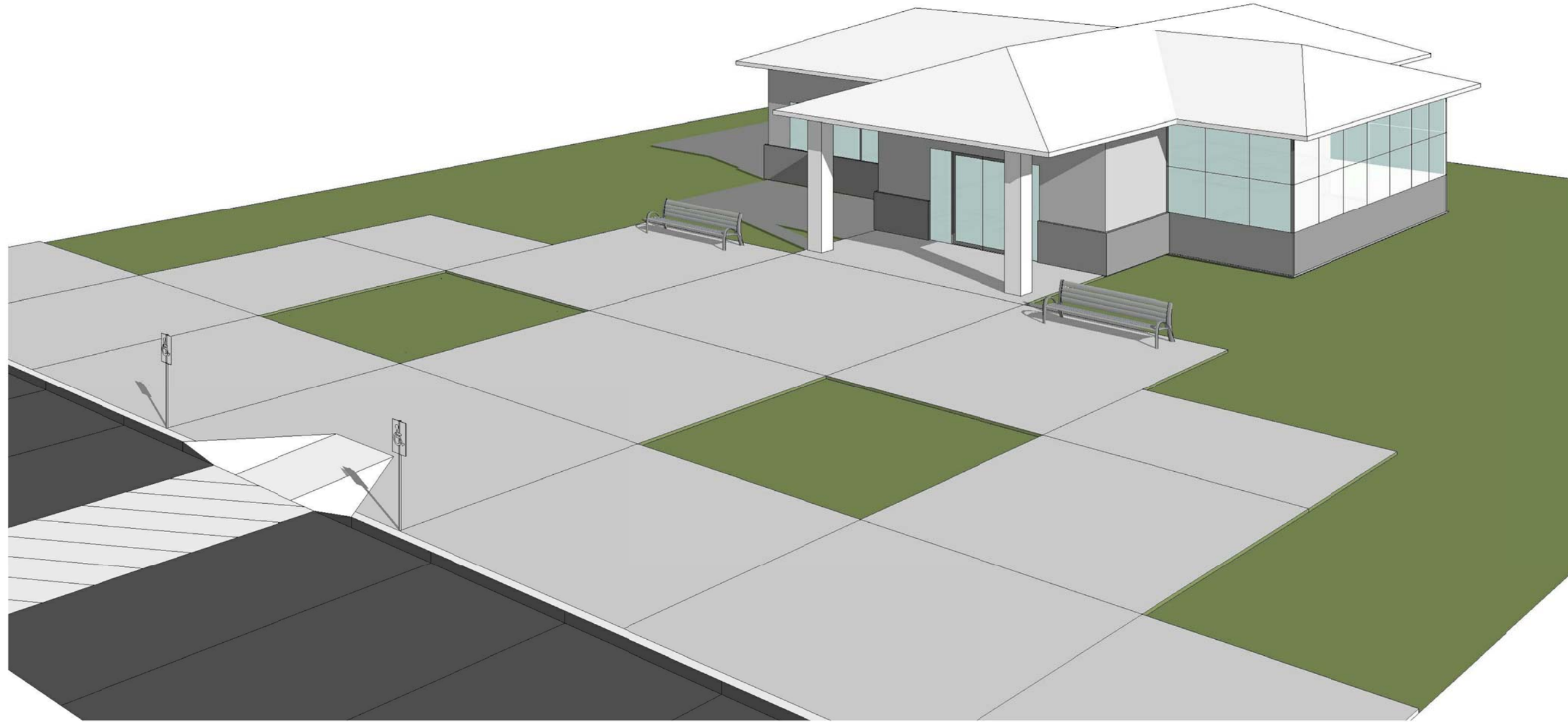
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NOT FOR  
CONSTRUCTION

**NOTES**

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



AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
 ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)

**VISITORS CENTER - PLAN A (NOTIONAL MASSING)**

*Drawing Title:*

VISITORS CENTER - PLAN A

*Date:* 1 MARCH 2015

*Designed By:* AM

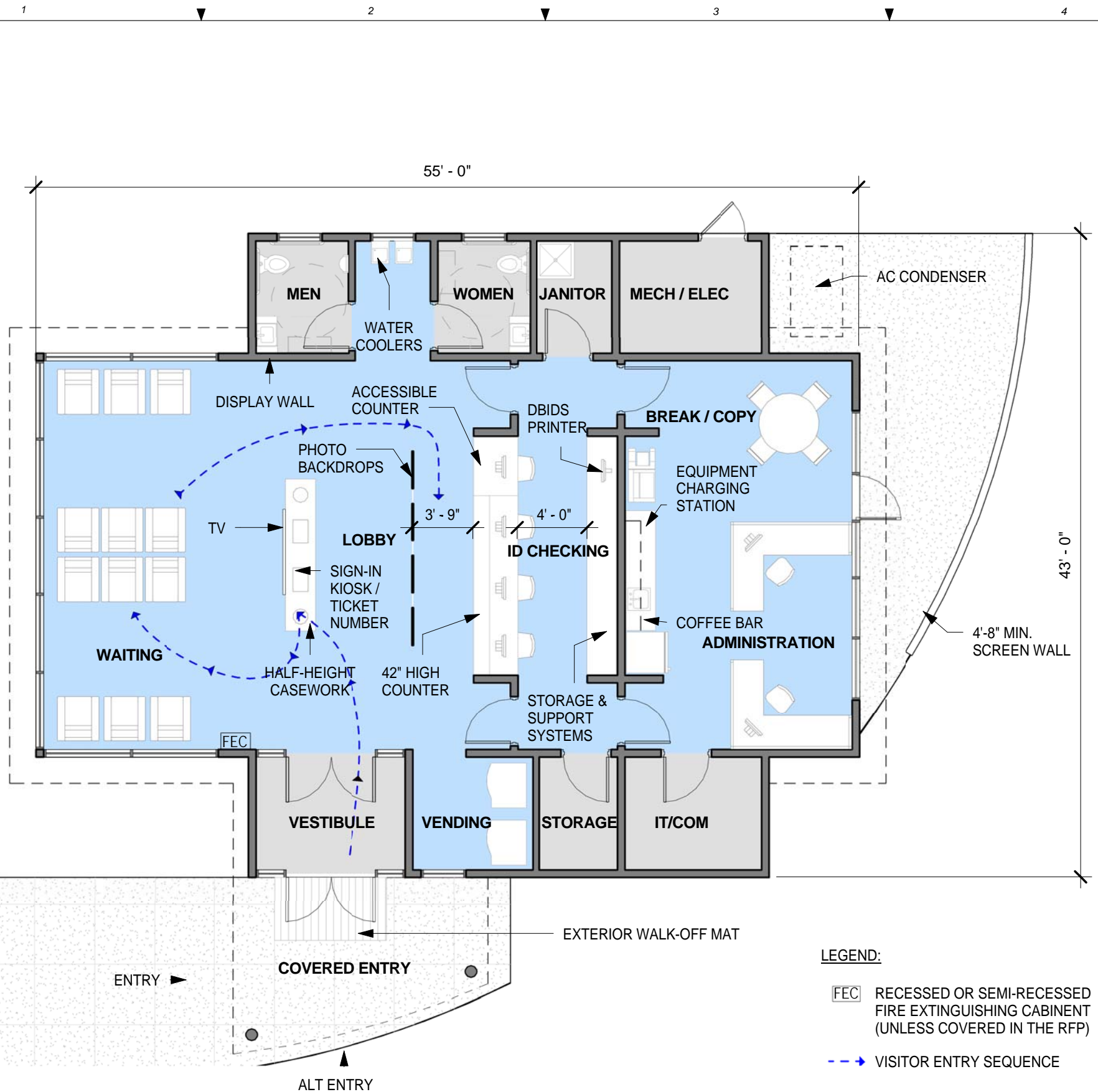
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*Drawn By:* AM / KW

**A-102**

*Checked By:* MDT





**NOTES**

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. 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" AFF) 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" AFF) OR OPEN TO STRUCTURE  
 CASEWORK: HIGHLY DURABLE MATERIALS

TOILETS

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

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" AFF) OR OPEN TO STRUCTURE

VESTIBULE

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

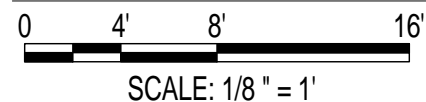
**LEGEND:**

**FEC** RECESSED OR SEMI-RECESSED FIRE EXTINGUISHING CABINET (UNLESS COVERED IN THE RFP)

**- - -** VISITOR ENTRY SEQUENCE

SQUARE FOOTAGE (REFERENCE PROGRAM)  
 PLAN = 2,042 GSF

**VISITORS CENTER - PLAN B**



AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
 ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)

Drawing Title:

VISITORS CENTER - PLAN B

Date: 1 MARCH 2015

Designed By: AM Drawing No.:

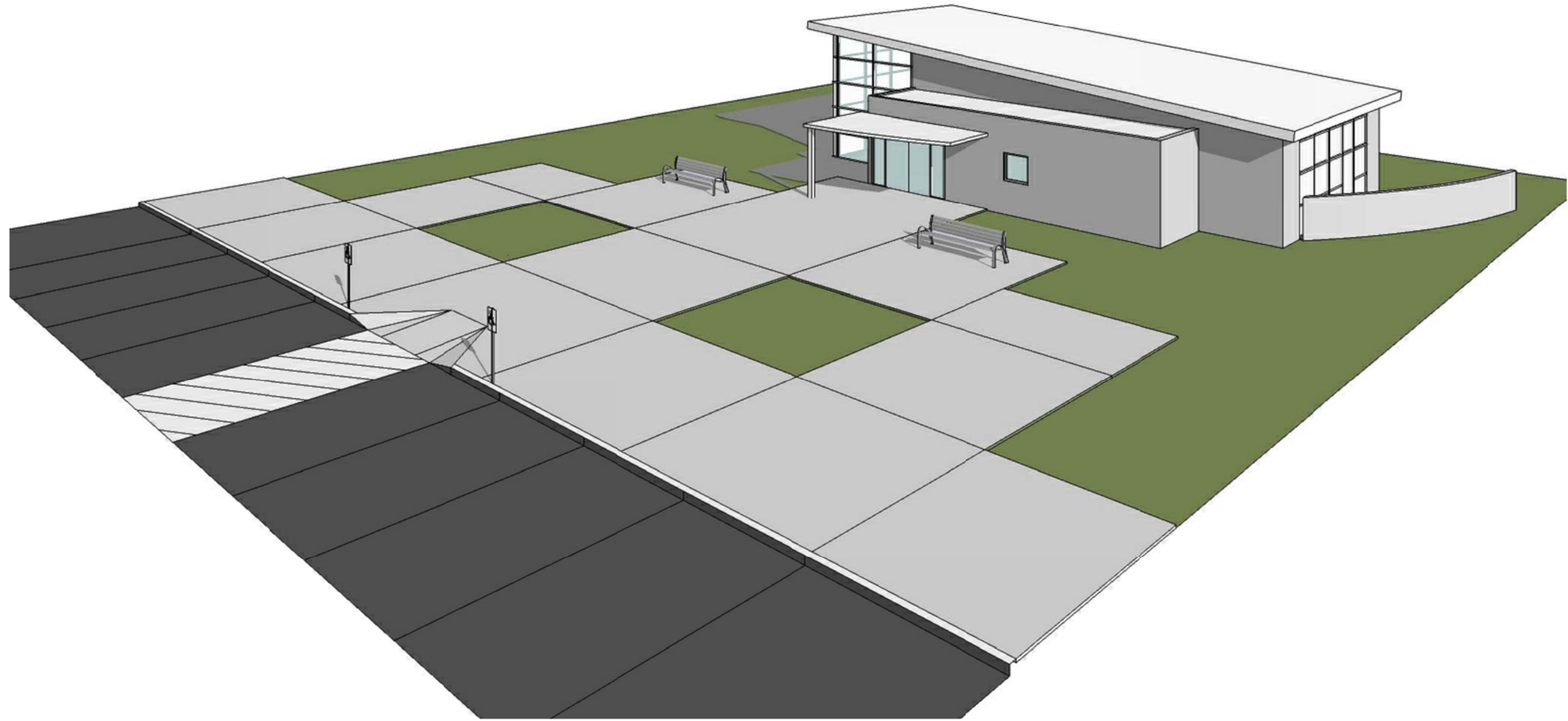
Drawn By: AM / KW

Checked By: MDT **A-103**

NOT FOR  
CONSTRUCTION

**NOTES**

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



AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
 ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)

**VISITORS CENTER - PLAN B (NOTIONAL MASSING)**

*Drawing Title:*

VISITORS CENTER - PLAN B

*Date:* 1 MARCH 2015

*Designed By:* AM | *Drawing No.:*

*Drawn By:* AM / KW

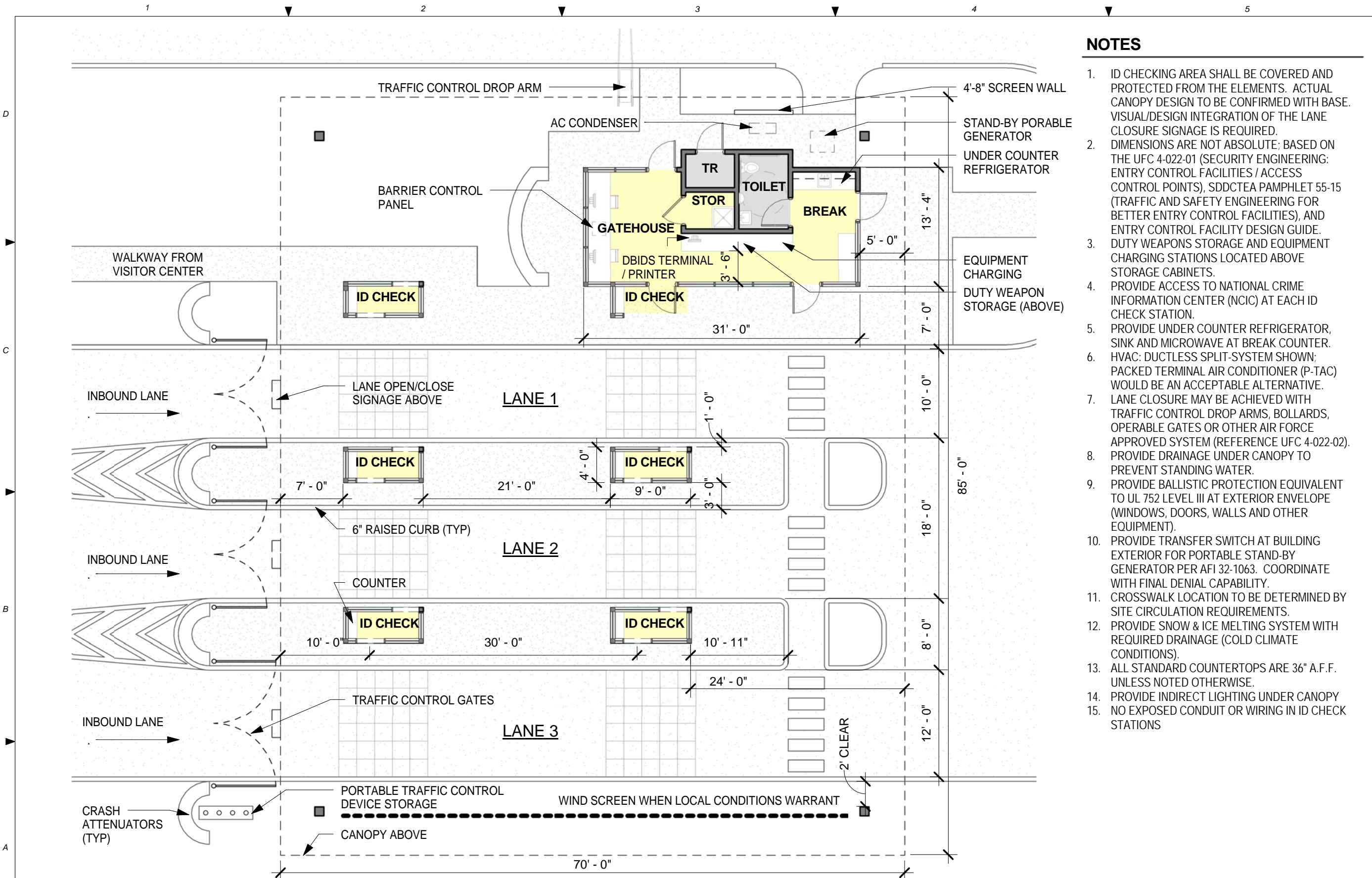
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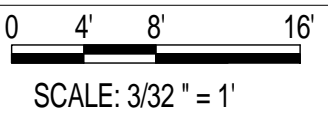
**NOTES**

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 STAND-BY 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. NO EXPOSED CONDUIT OR WIRING IN ID CHECK STATIONS

AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
 ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)



**GATEHOUSE / ID CHECK (HIGH VOLUME)**



SQUARE FOOTAGE (REFERENCE PROGRAM)

MODULE =	467 GSF
CANOPY =	5,880 GSF / ID CHECK = 36 GSF

Drawing Title:

GATEHOUSE / ID CHECK  
(HIGH VOLUME)

Date: 1 MARCH 2015

Designed By: AM Drawing No.:

Drawn By: AM / KW

Checked By: MDT **A-105**

1/6/2015 8:56:34 AM

1

2

3

4

5

**NOTES**

**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  
WAINSCOT
- 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 (BOOTH)

- 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**

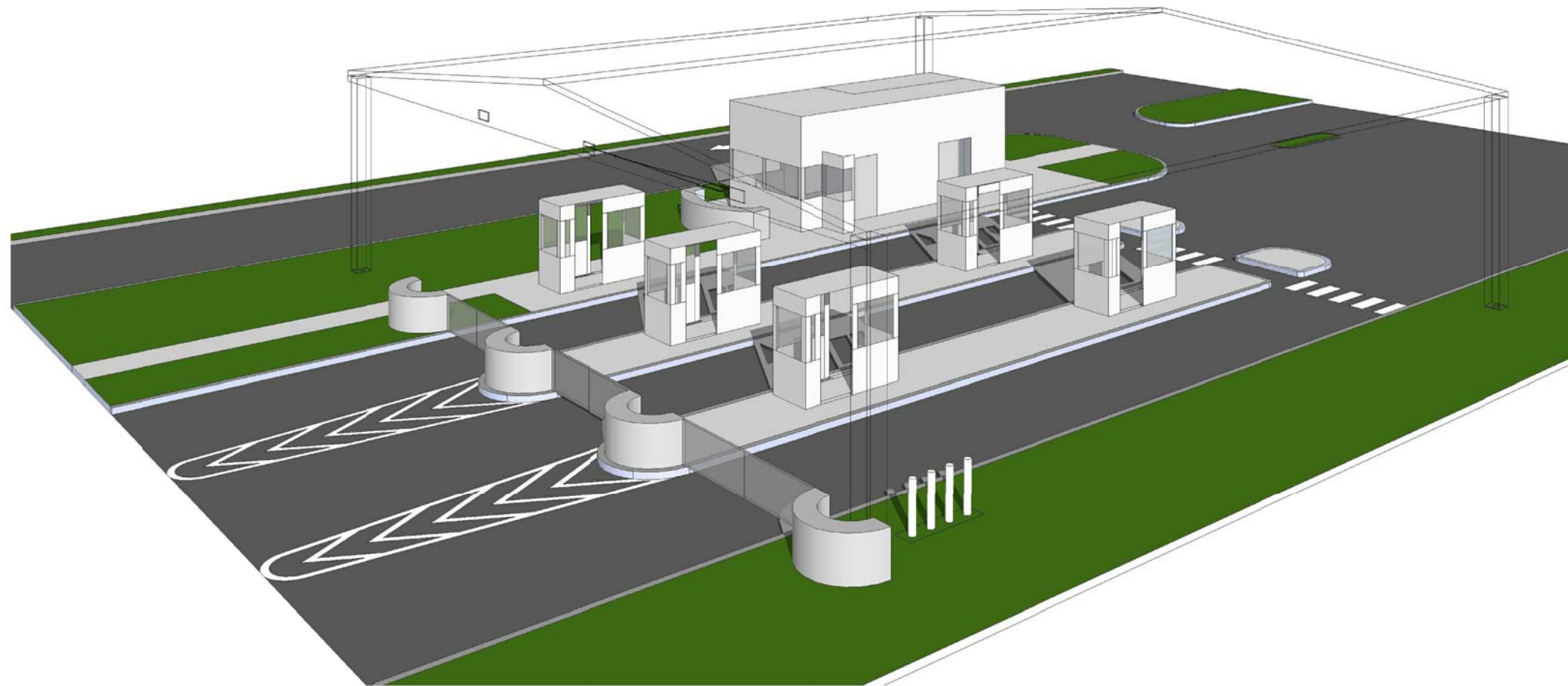
ID CHECK (BOOTH)

- BARRIER CONTROL ACTIVATION, BASE SPECIFIC
- CONVENIENCE OUTLET (BOOTH INTERIOR)
- EXTERIOR POWER FOR WALL MOUNTED FAN
- RADIANT HEAT SOURCE (COLD CLIMATE LOCATION)
- DBIDS ANTENNA
- STAINLESS STEEL COUNTER

ID CHECK LANES

- CONCRETE WITH CURB AND GUTTER
- MINIMUM CLEAR HEIGHT 14'-6" CLEAR AT DRIVE LANES
- CANOPY MOUNTED LANE NUMBER AND LANE USE SIGNAL VISUALLY INTEGRATED INTO OVERALL CANOPY DESIGN

AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
 ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)



**GATEHOUSE / ID CHECK (NOTIONAL MASSING)**

Drawing Title:

GATEHOUSE / ID CHECK  
(HIGH VOLUME)

Date: 1 MARCH 2015

Designed By: AM

Drawing No.:

Drawn By: AM / KW

Checked By: MDT

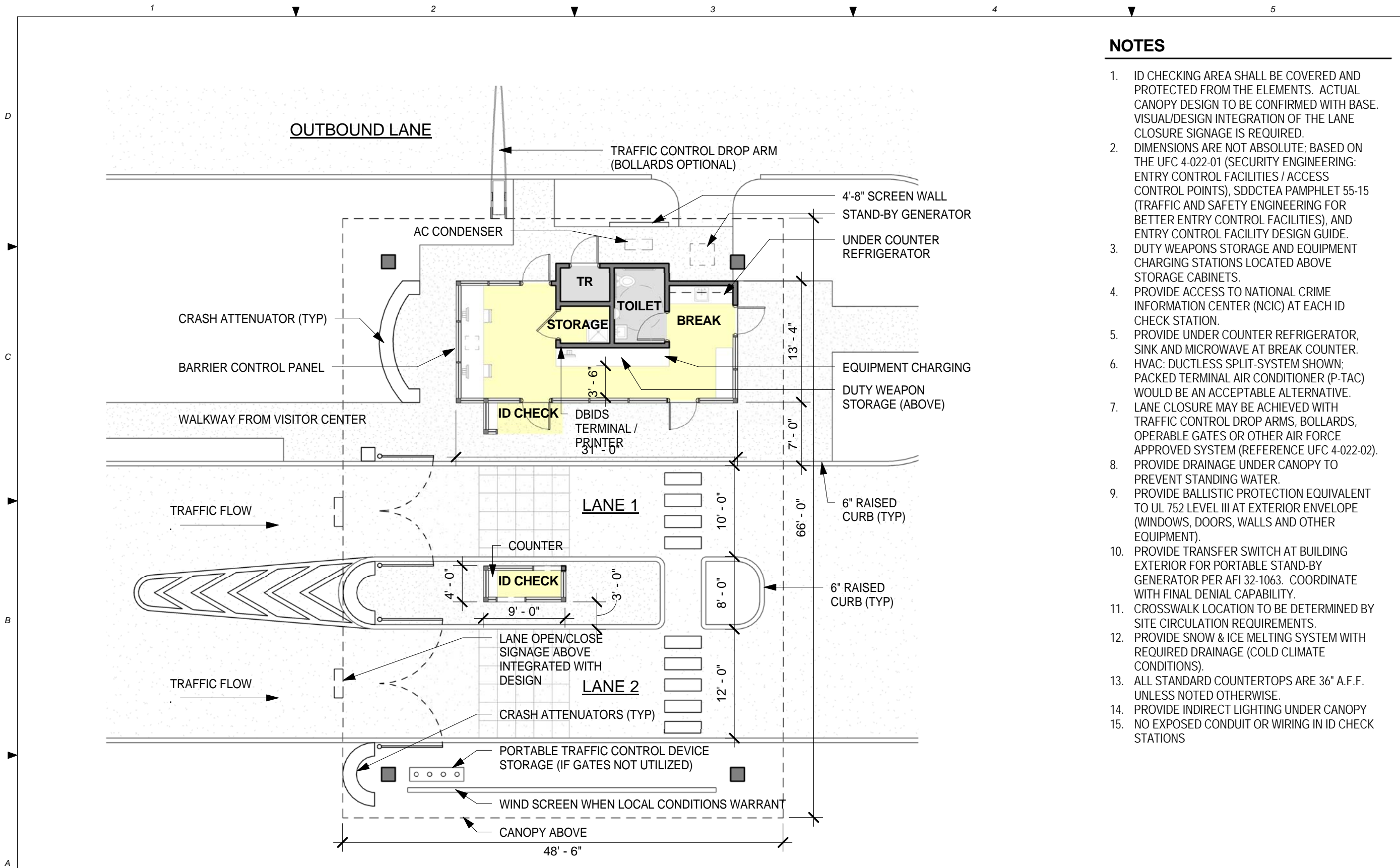
**A-106**



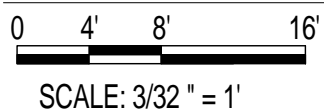
**NOTES**

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 STAND-BY 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 STATIONS
15. NO EXPOSED CONDUIT OR WIRING IN ID CHECK STATIONS

AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
 ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)



**GATEHOUSE / ID CHECK (LOW VOLUME)**



SQUARE FOOTAGE (REFERENCE PROGRAM)	
MODULE =	440 GSF
CANOPY =	3,201 GSF / ID CHECK = 36 GSF

Drawing Title:

GATEHOUSE / ID CHECK  
(LOW VOLUME)

Date: 1 MARCH 2015

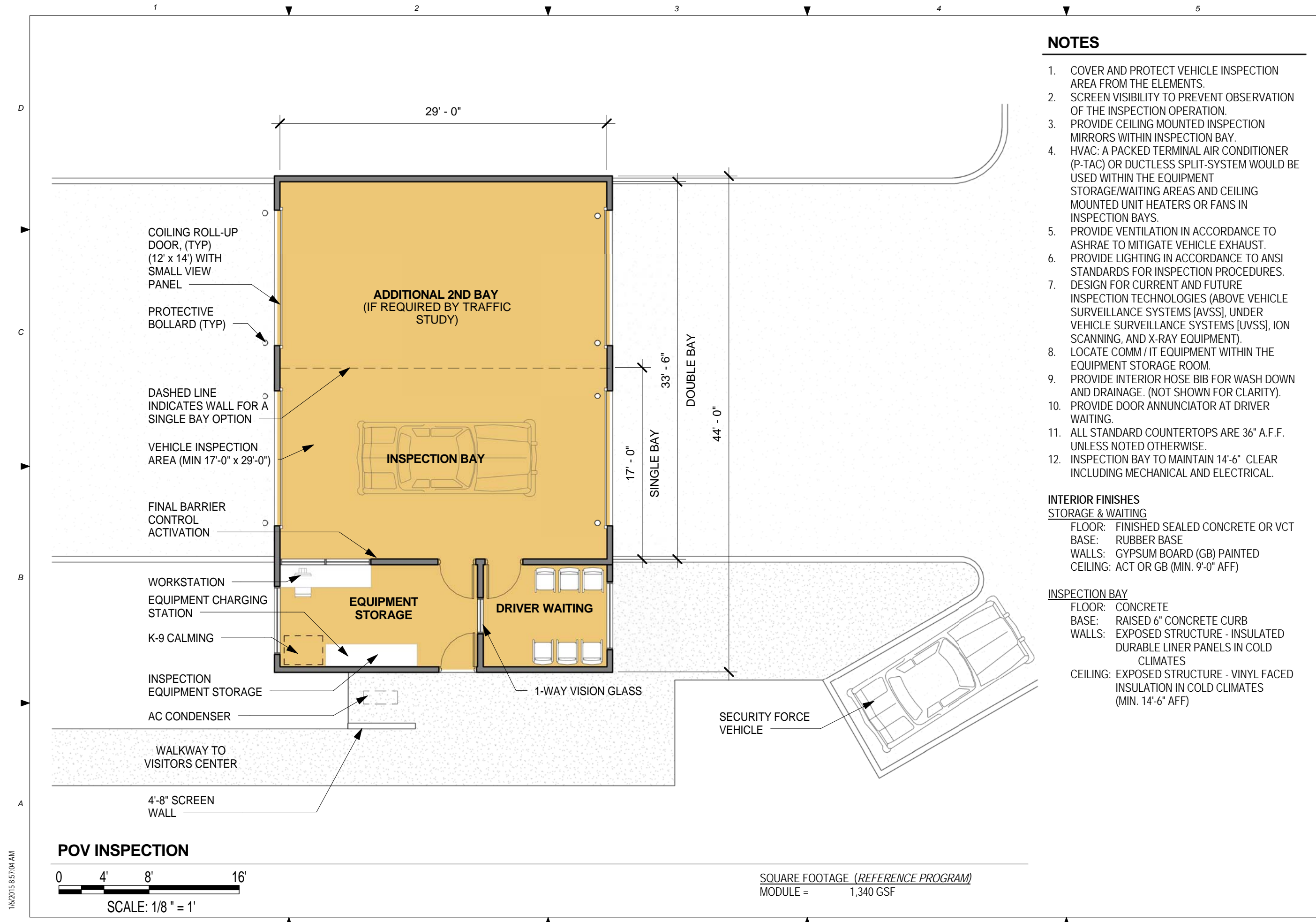
Designed By: AM

Drawing No.:

Drawn By: AM / KW

Checked By: MDT

A-107



**NOTES**

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 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: GYPSUM 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 - VINYL FACED INSULATION IN COLD CLIMATES (MIN. 14'-6" AFF)

AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
 ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)

Drawing Title:

POV INSPECTION

Date: 1 MARCH 2015

Designed By: AM

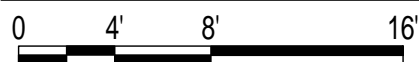
Drawing No.:

Drawn By: AM / KW

Checked By: MDT

A-108

**POV INSPECTION**

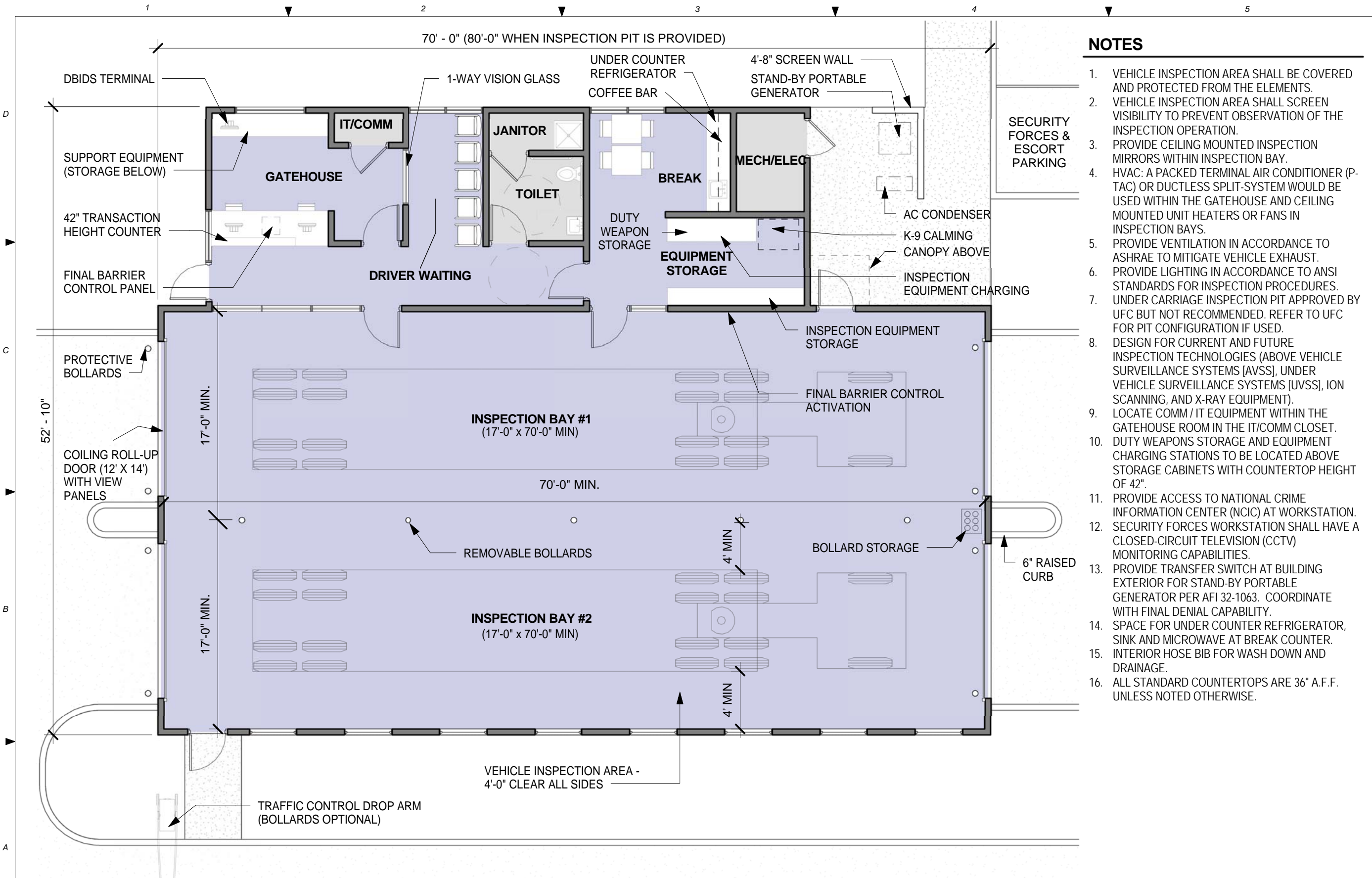


SCALE: 1/8" = 1'

SQUARE FOOTAGE (REFERENCE PROGRAM)  
 MODULE = 1,340 GSF

1/6/2015 8:57:04 AM

NOT FOR CONSTRUCTION

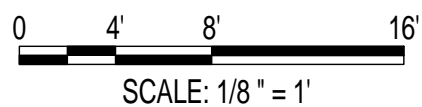


**NOTES**

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 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 / IT 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 CAPABILITIES.
13. PROVIDE TRANSFER SWITCH AT BUILDING EXTERIOR FOR STAND-BY PORTABLE GENERATOR PER AFI 32-1063. COORDINATE WITH FINAL DENIAL CAPABILITY.
14. SPACE FOR UNDER COUNTER REFRIGERATOR, SINK AND MICROWAVE AT BREAK COUNTER.
15. INTERIOR HOSE BIB FOR WASH DOWN AND DRAINAGE.
16. ALL STANDARD COUNTERTOPS ARE 36" A.F.F. UNLESS NOTED OTHERWISE.

AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
CONTROL POINTS (ECF/IACP)

**COMMERCIAL VEHICLE INSPECTION AND GATEHOUSE (HIGH VOLUME)**



SQUARE FOOTAGE (REFERENCE PROGRAM)  
MODULE = 3,378 GSF

Drawing Title:  
**COMMERCIAL VEHICLE  
INSPECTION AND  
GATEHOUSE (HIGH  
VOLUME)**

Date: 1 MARCH 2015

Designed By: AM

Drawing No.:

Drawn By: AM / KW

**A-109**

Checked By: MDT



NOT FOR  
CONSTRUCTION

**NOTES**

**INTERIOR FINISHES**

GATEHOUSE

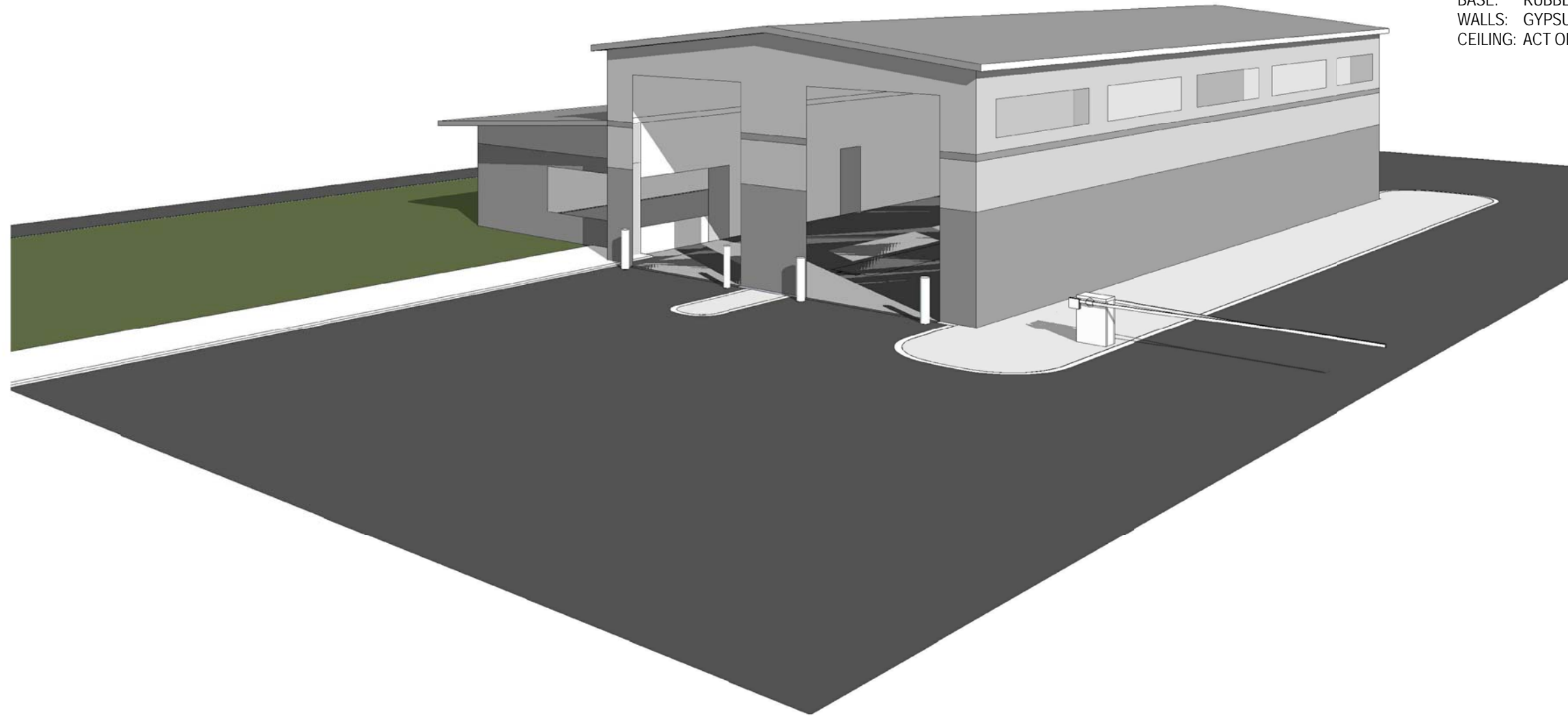
FLOOR: FINISHED SEALED CONCRETE OR VCT  
BASE: RUBBER BASE  
WALLS: DURABLE GYPSUM BOARD (GB)  
IMPACT RESISTANT W/ PROTECTIVE  
PANELING  
CEILING: ACT OR GB (MIN. 9'-0" AFF)

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)



AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
CONTROL POINTS (ECF/IACP)

**COMMERCIAL VEHICLE INSPECTION AND GATEHOUSE HIGH VOLUME (NOTIONAL MASSING)**

*Drawing Title:*

COMMERCIAL VEHICLE  
INSPECTION AND  
GATEHOUSE (HIGH  
VOLUME)

*Date:* 1 MARCH 2015

*Designed By:* AM

*Drawing No.:*

*Drawn By:* AM / KW

**A-110**

*Checked By:* MDT

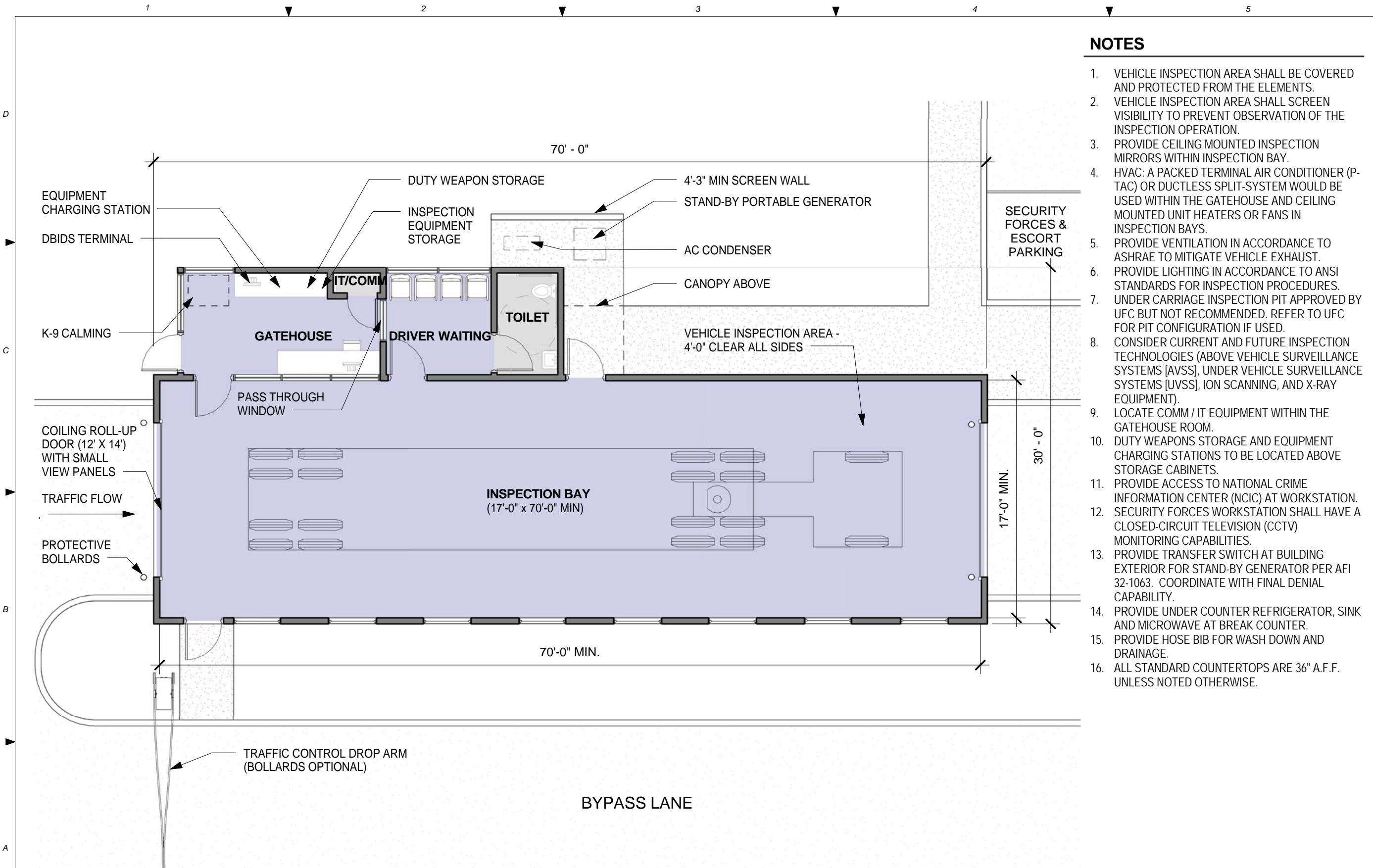


NOT FOR CONSTRUCTION

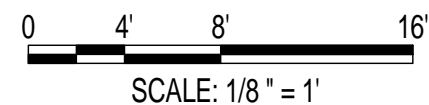
**NOTES**

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 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], 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 WASH DOWN AND DRAINAGE.
16. ALL STANDARD COUNTERTOPS ARE 36" A.F.F. UNLESS NOTED OTHERWISE.

AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
 ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)



**COMMERCIAL VEHICLE INSPECTION AND GATEHOUSE (LOW VOLUME)**



SQUARE FOOTAGE (REFERENCE PROGRAM)  
 MODULE = 1,763 GSF

Drawing Title:  
 COMMERCIAL VEHICLE  
 INSPECTION AND  
 GATEHOUSE (LOW  
 VOLUME)

Date: 1 MARCH 2015

Designed By: AM

Drawing No.:

Drawn By: AM / KW

Checked By: MDT

**A-111**

1/6/2015 8:57:41 AM

NOT FOR  
CONSTRUCTION

**NOTES**

**INTERIOR FINISHES**

GATEHOUSE, WAITING, STORAGE & BREAK

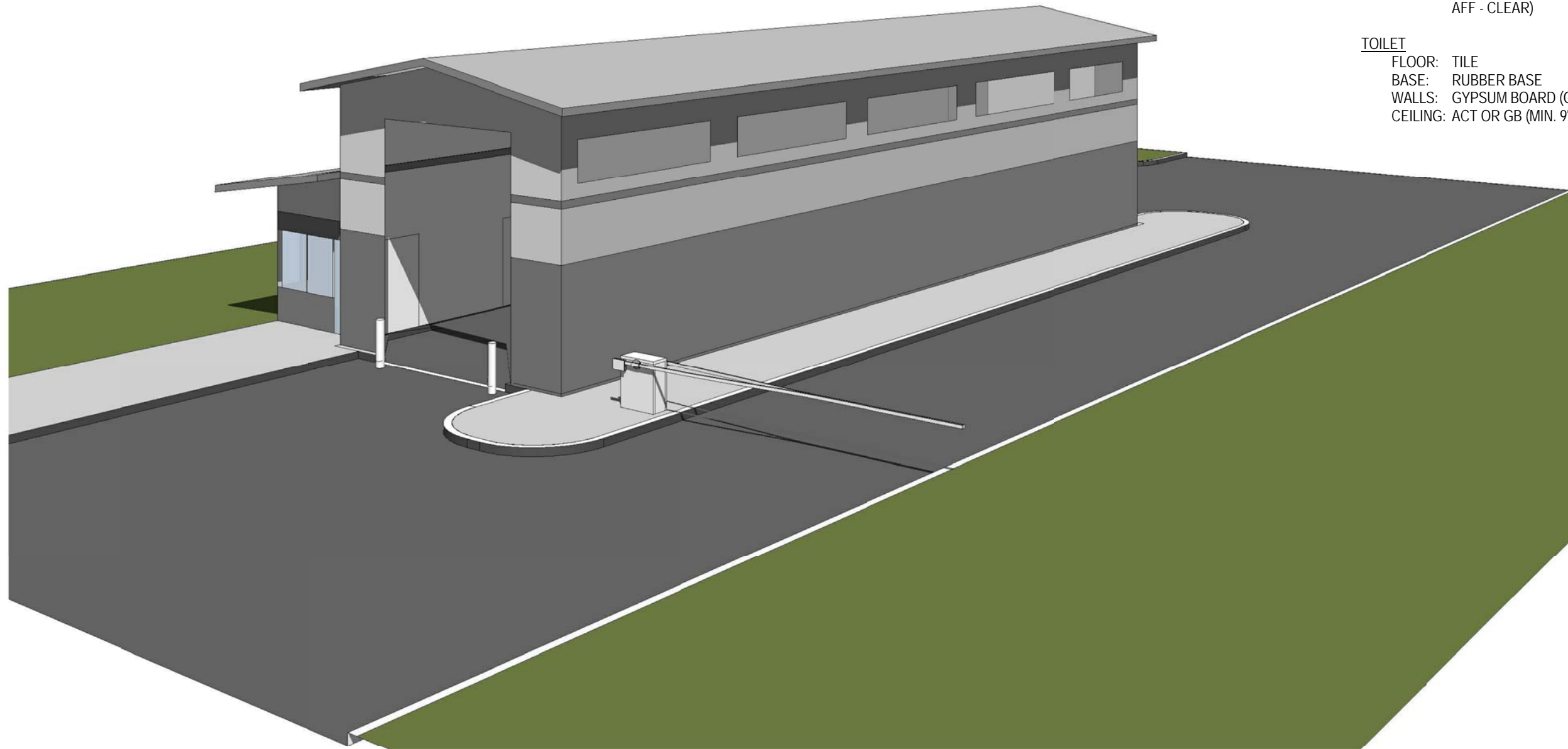
FLOOR: FINISHED SEALED CONCRETE OR VCT  
BASE: RUBBER BASE  
WALLS: GYPSUM BOARD (GB)  
CEILING: ACT OR GB (MIN. 9'-0" AFF)

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)



**COMMERCIAL VEHICLE INSPECTION AND GATEHOUSE LOW VOLUME (NOTIONAL MASSING)**

AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
CONTROL POINTS (ECF/IACP)

Drawing Title:

COMMERCIAL VEHICLE  
INSPECITON AND  
GATEHOUSE (LOW  
VOLUME)

Date: 1 MARCH 2015

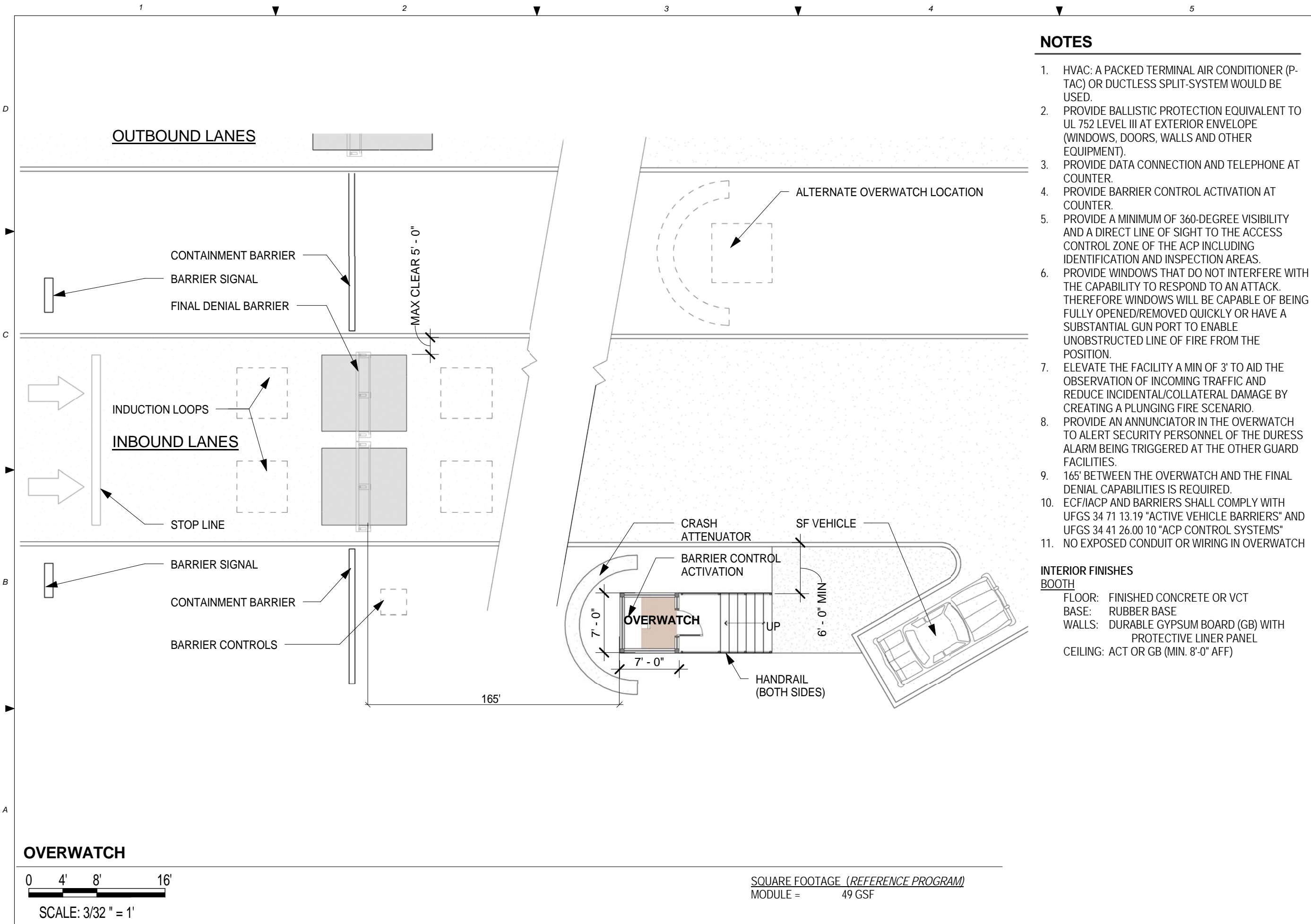
Designed By: AM

Drawing No.:

Drawn By: AM / KW

A-112

Checked By: MDT



**NOTES**

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 BOOTH**

- FLOOR: FINISHED CONCRETE OR VCT
- BASE: RUBBER BASE
- WALLS: DURABLE GYPSUM BOARD (GB) WITH PROTECTIVE LINER PANEL
- CEILING: ACT OR GB (MIN. 8'-0" AFF)

AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
 ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)

Drawing Title:

OVERWATCH

Date: 1 MARCH 2015

Designed By: AM

Drawing No.:

Drawn By: AM / KW

Checked By: MDT

A-113

**OVERWATCH**

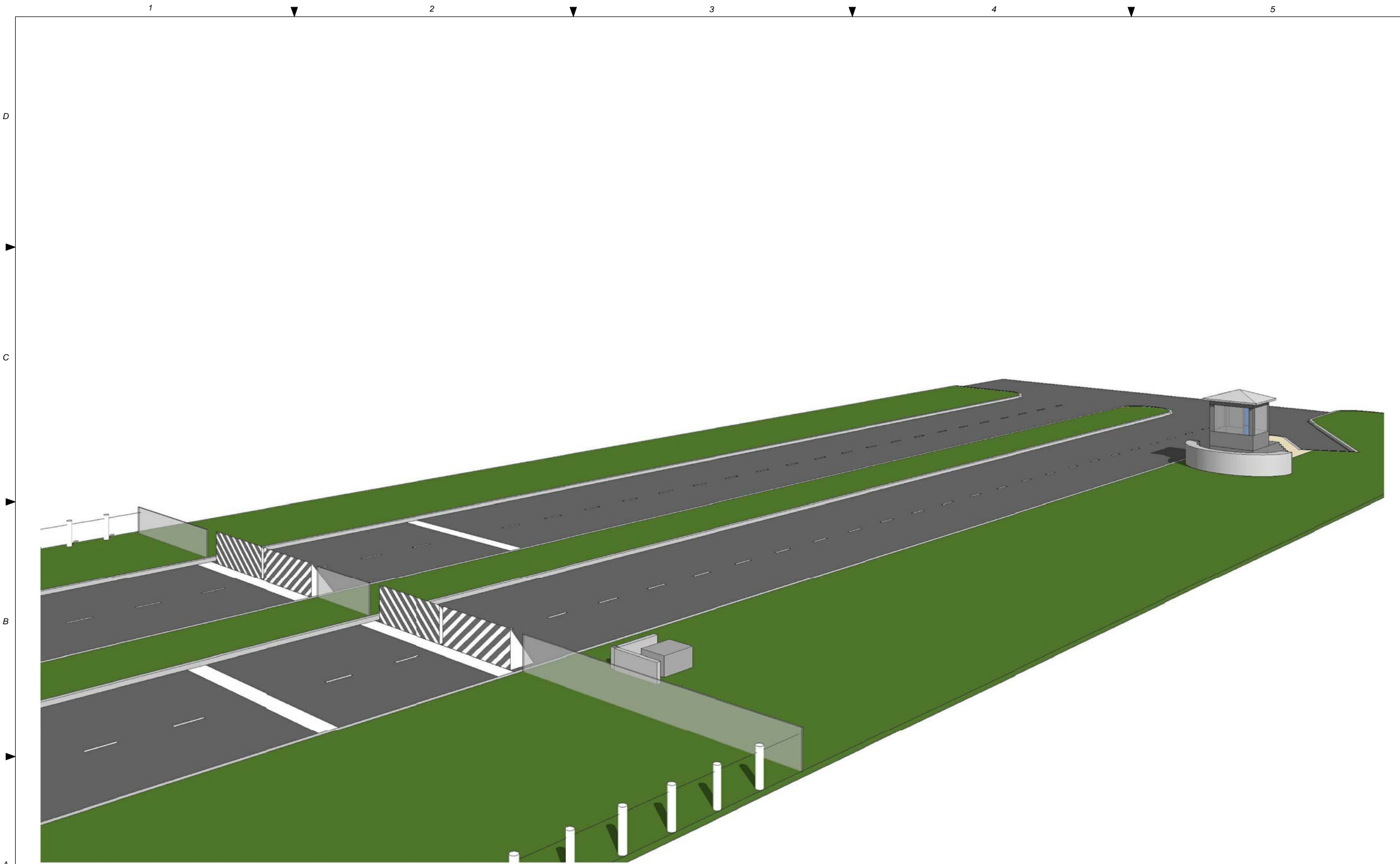
0 4' 8' 16'

SCALE: 3/32" = 1'

SQUARE FOOTAGE (REFERENCE PROGRAM)  
 MODULE = 49 GSF

NOT FOR  
CONSTRUCTION

AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
CONTROL POINTS (ECF/IACP)



**OVERWATCH (NOTIONAL MASSING)**

Drawing Title:

OVERWATCH

Date: 1 MARCH 2015

Designed By: AM

Drawing No.:

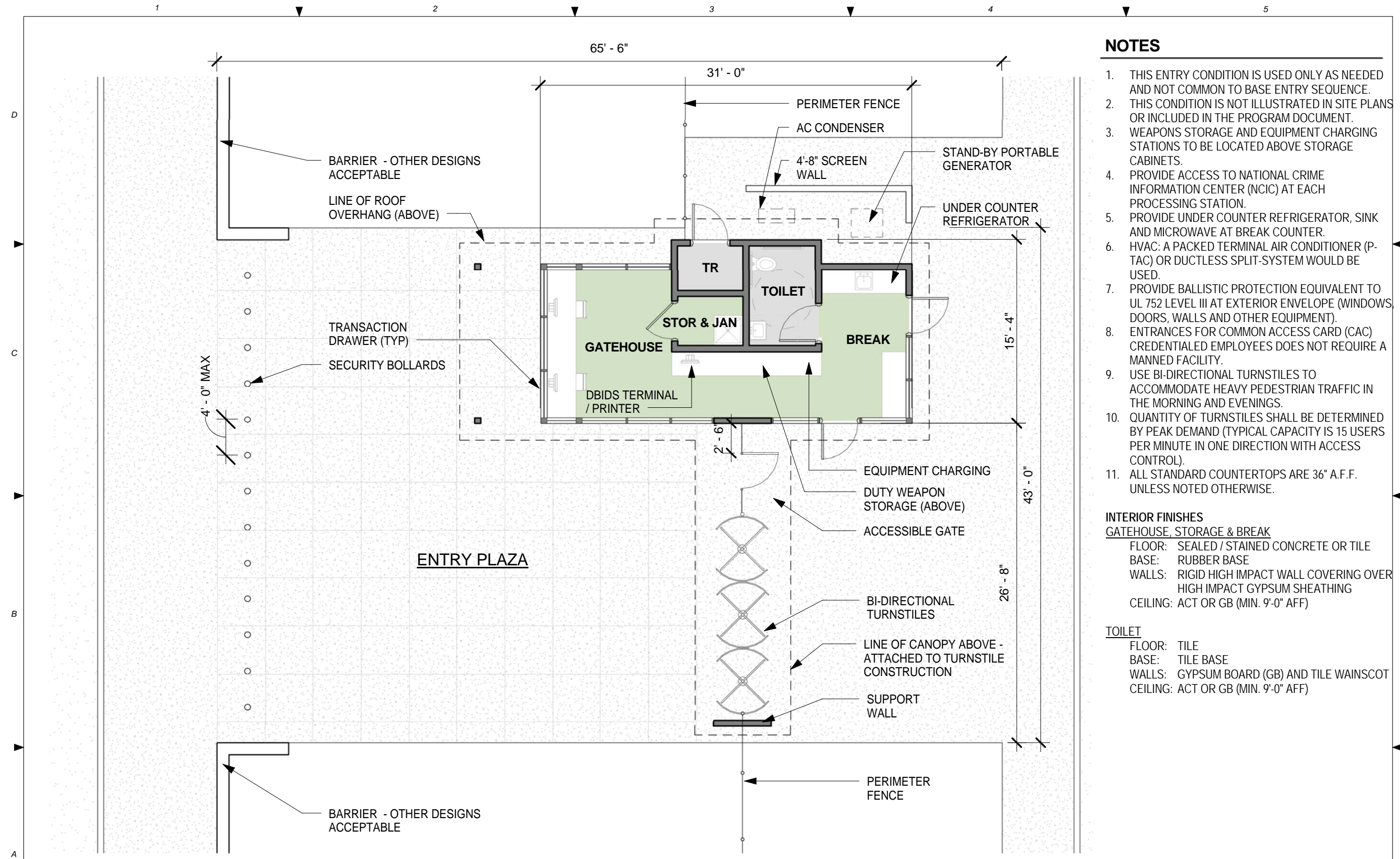
Drawn By: AM / KW

Checked By: MDT

**A-114**

1/6/2015 8:58:15 AM





**NOTES**

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) CREDENTIALLED 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**

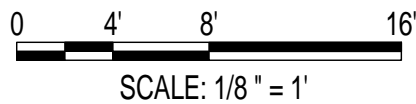
GATEHOUSE, STORAGE & BREAK  
 FLOOR: SEALED / STAINED CONCRETE OR TILE  
 BASE: RUBBER BASE  
 WALLS: RIGID HIGH IMPACT WALL COVERING OVER HIGH IMPACT GYPSUM SHEATHING  
 CEILING: ACT OR GB (MIN. 9'-0" AFF)

TOILET

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

AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
 ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)

**PEDESTRIAN ENTRY**



SQUARE FOOTAGE  
 MODULE = 438 GSF  
 HALF SCOPE = 196 GSF

Drawing Title:

PEDESTRIAN ENTRY

Date: 1 MARCH 2015

Designed By: AM

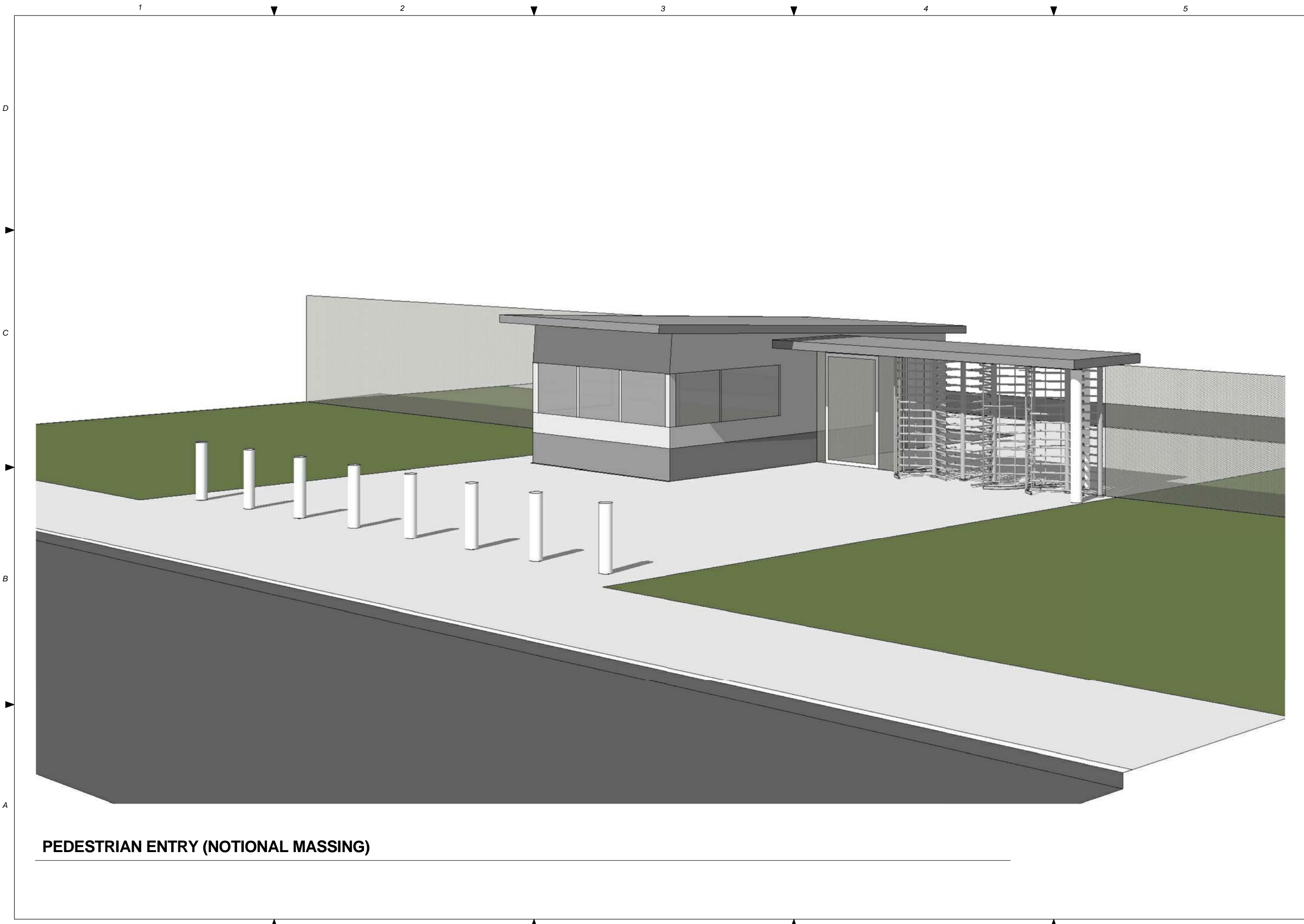
Drawing No.:

Drawn By: AM / KW

Checked By: MDT

**A-115**

NOT FOR  
CONSTRUCTION



AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
CONTROL POINTS (ECF/IACP)

**PEDESTRIAN ENTRY (NOTIONAL MASSING)**

Drawing Title:

PEDESTRIAN ENTRY

Date: 1 MARCH 2015

Designed By: AM Drawing No.:

Drawn By: AM / KW

Checked By: MDT

**A-116**

1/6/2015 8:58:35 AM

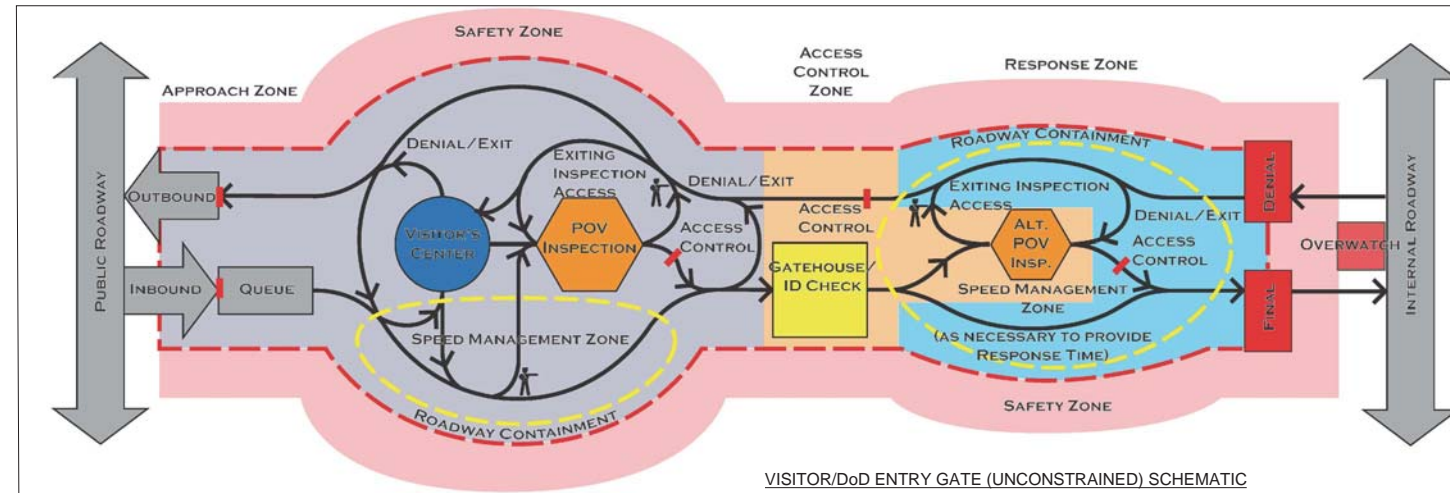


**KEY NOTES:**

- 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 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 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 4-022-02, 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.
- 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.
- 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 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.
- 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.

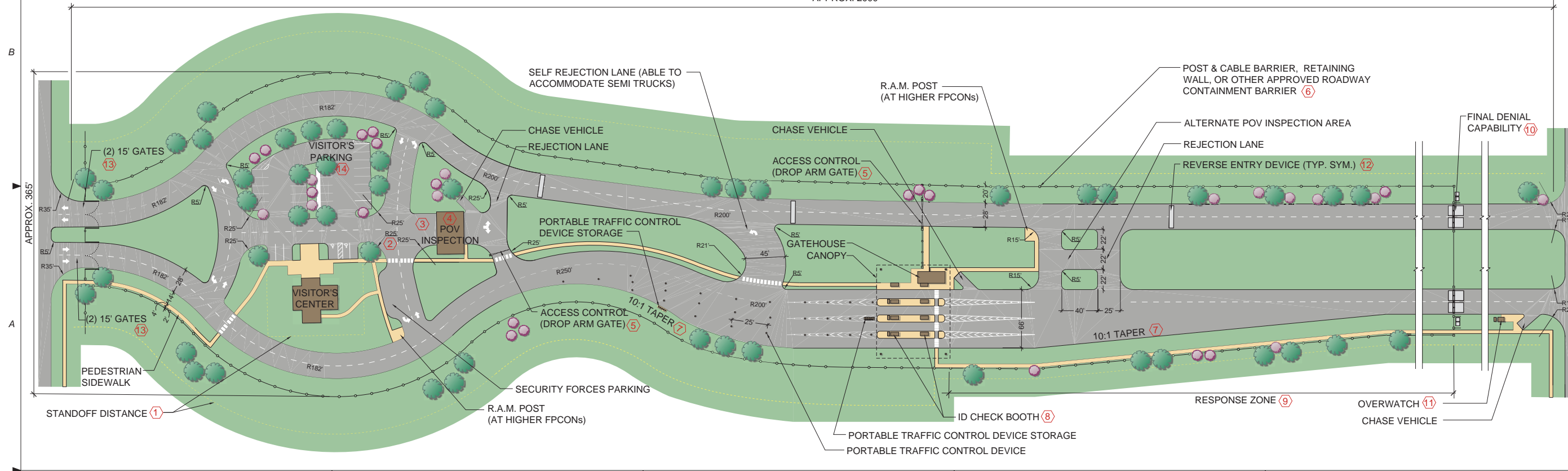
**GENERAL SITE PLAN NOTES:**

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 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 GATEHOUSE WHERE COMMERCIAL 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.



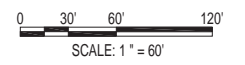
APPROX. 2000'

SCALE(S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22x34 SHEET



**ENTRY CONTROL FACILITIES / INSTALLATION ACCESS CONTROL POINTS (ECF/IACP)**

AIR FORCE CIVIL ENGINEER CENTER FACILITIES DYNAMIC PROTOTYPES DESIGN:



Jacobs Project No.: FDWD5022

Drawing Title:

**VISITOR/DoD ENTRY GATE UNCONSTRAINED**

Date: 1 MARCH 2015

Designed By: SM

Drawn By: LW

Checked By: MT

Drawing No.: A-201

**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 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 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 4-022-02, SDDCTEA PAMPHLET 55-15, LATEST EDITIONS, BASED ON GOVERNING THREAT SCENARIO (INBOUND/HIGH SPEED, OUTBOUND/HIGHSPEED, 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.

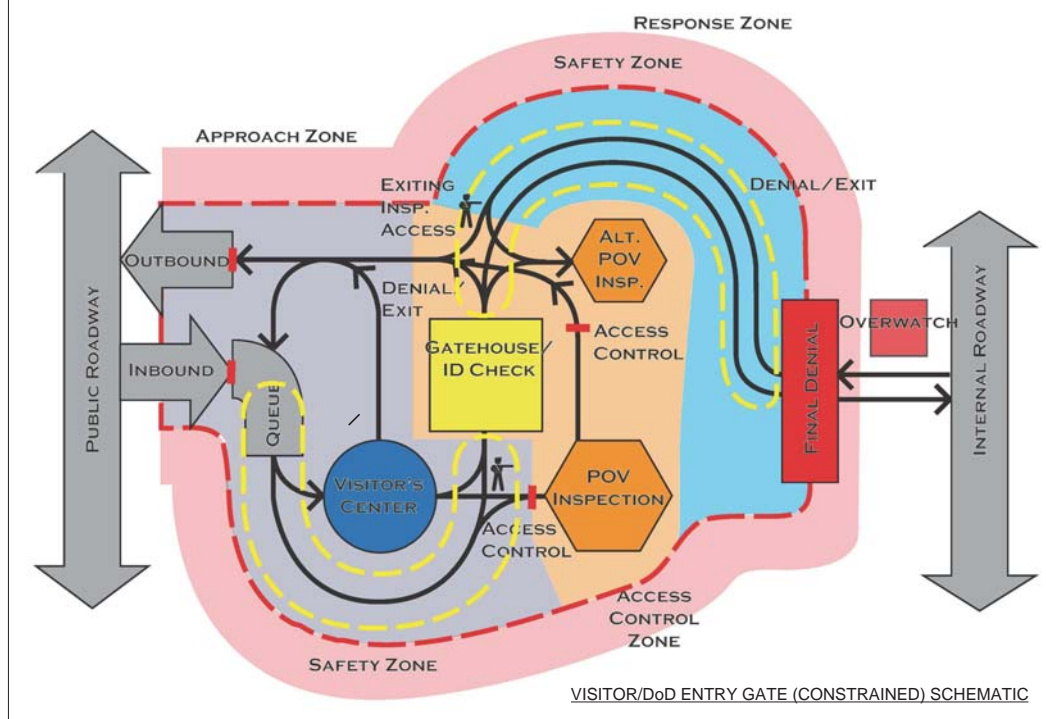
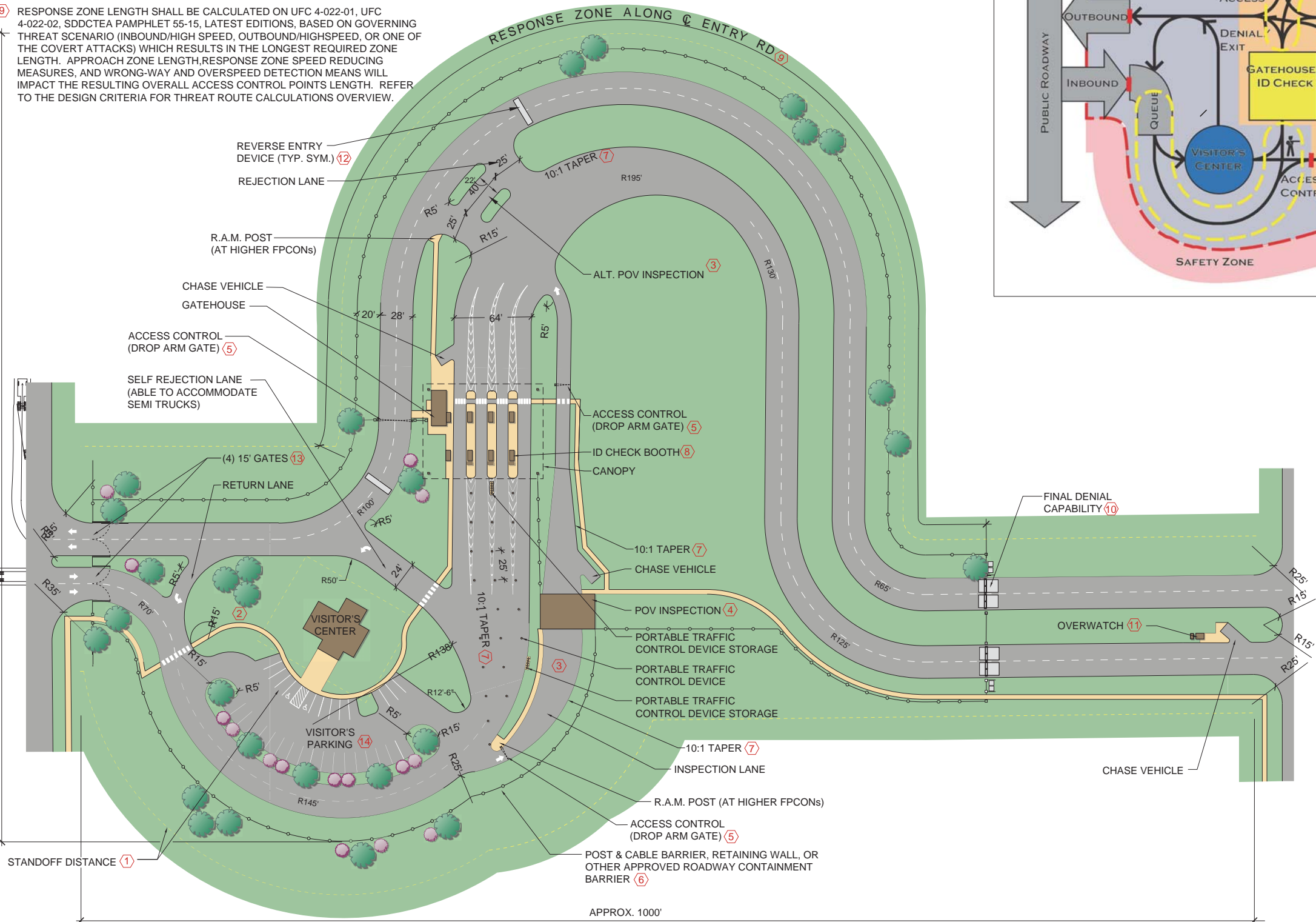
- ⑩ FINAL DENIAL CAPABILITIES SHALL MEET THE REQUIREMENTS OF UFC 4-022-01, UFC 4-022-02, UFGS 34 71 13.19, UFGS 34 41 26.00, AND SDDCTEA PAMPHLET 55-15.
- ⑪ THE OVERWATCH POSITION, IF PROVIDED, SHALL BE IN ACCORDANCE WITH SDDCTEA PAMPHLET 55-15 AND UFC 4-022-01. THE OVERWATCH POSITION SHALL BE ELEVATED, REACTIVE TO ONCOMING 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.
- 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. 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.

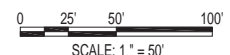
2705 Bee Cave Road, Suite 300, Austin, TX 78746  
911 Central Parkway North, Suite 425, San Antonio, TX 78232  
501 North Broadway, St. Louis, MO 63102

**AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
CONTROL POINTS (ECF/IACP)**



**LEGEND**

<span style="background-color: #FFC0CB; border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> SAFETY ZONE	<span style="background-color: #ADD8E6; border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> VISITOR'S CENTER
<span style="background-color: #FFDAB9; border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> APPROACH ZONE	<span style="background-color: #FFD700; border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> GATEHOUSE/ID CHECK
<span style="background-color: #FFDAB9; border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> ACCESS CONTROL ZONE	<span style="background-color: #FFA500; border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> POV INSPECTION
<span style="background-color: #ADD8E6; border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> RESPONSE ZONE	<span style="background-color: #FF0000; border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> FINAL DENIAL
<span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> ROADWAY CONTAINMENT	<span style="background-color: #FF0000; border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> OVERWATCH
<span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> SPEED MGMT ZONE	<span style="border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> TEMPORARY GUARD LOCATION
<span style="border-left: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> ACCESS CONTROL LOCATION	



Jacobs Project No.: FDWD5022

Drawing Title:

**VISITOR/DoD  
ENTRY GATE  
CONSTRAINED**

Date: 1 MARCH 2015

Designed By: SM Drawing No.:

Drawn By: LW A-202

Checked By: MT

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



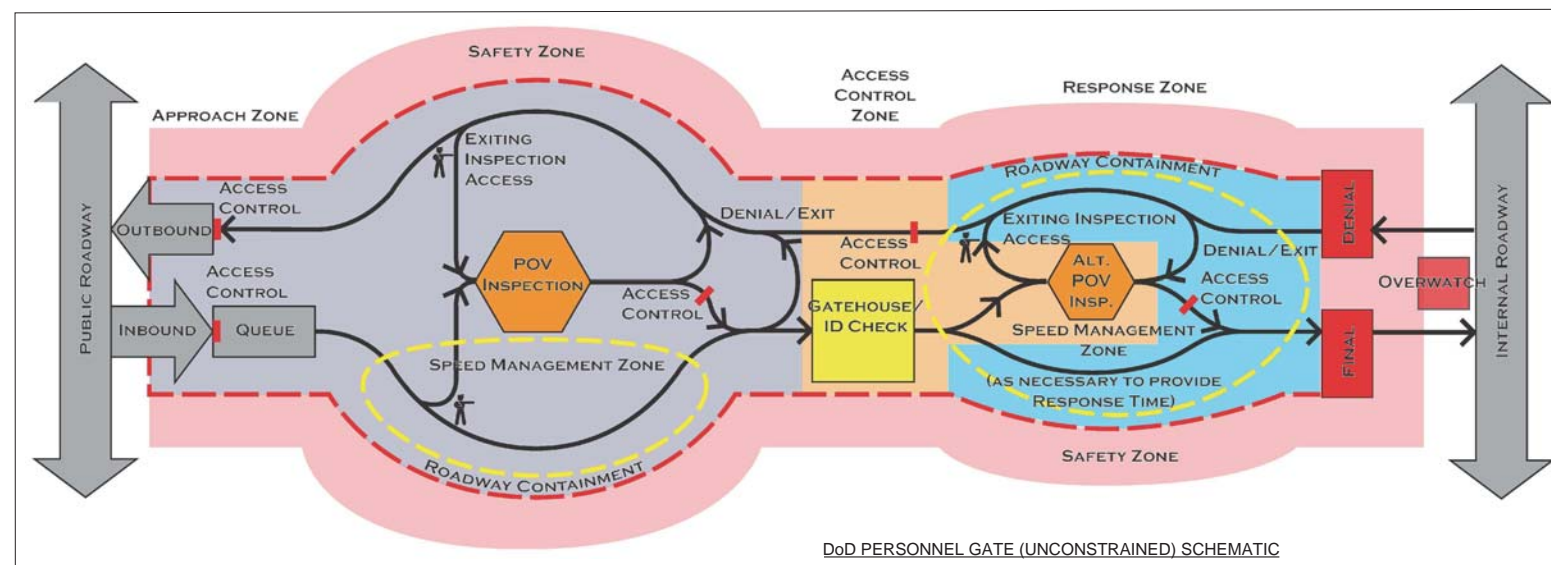
**KEY NOTES:**

- 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 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 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 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 4-022-02, 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.
- 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.
- 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 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.
- 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.

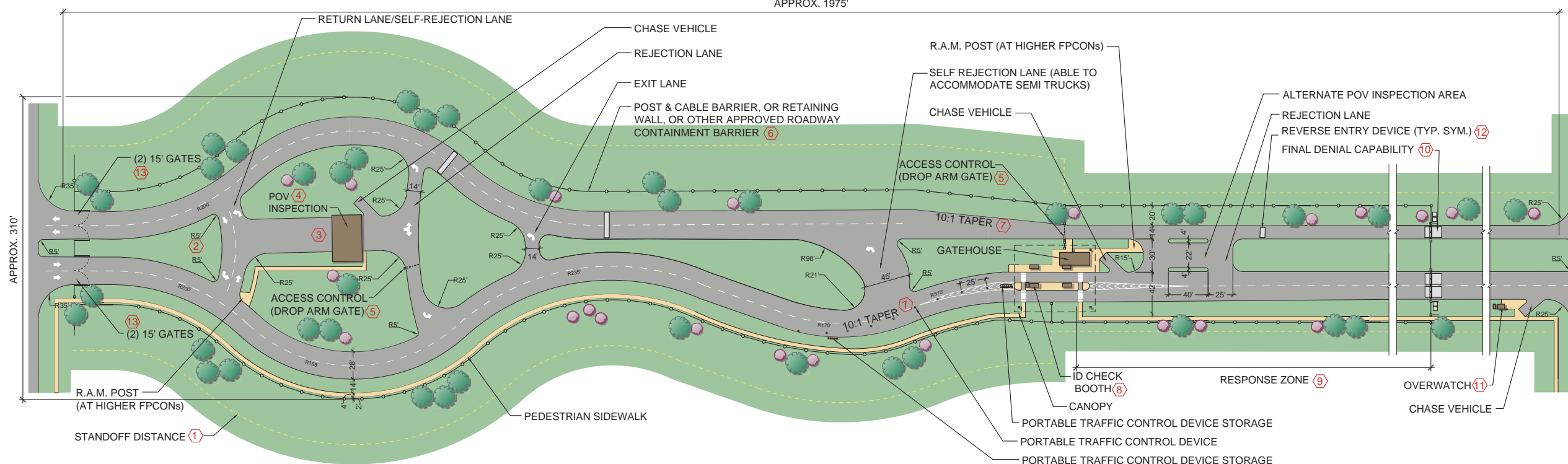
**GENERAL SITE PLAN NOTES:**

1. 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.
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6. PROVIDE SELF-REJECTION LANE WITH TURNING RADII ADEQUATE FOR SEMI-TRUCKS PRIOR TO GATEHOUSE WHERE COMMERCIAL 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.

LEGEND	
	SAFETY ZONE
	APPROACH ZONE
	ACCESS CONTROL ZONE
	RESPONSE ZONE
	ROADWAY CONTAINMENT
	SPEED MGMT ZONE
	GATEHOUSE/ ID CHECK
	POV INSPECTION
	FINAL DENIAL
	OVERWATCH
	TEMPORARY GUARD LOCATION
	ACCESS CONTROL LOCATION



APPROX. 1975'



**AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
CONTROL POINTS (ECF/IACP)**



Jacobs Project No.: FDWD5022

Drawing Title:

**DoD PERSONNEL  
ENTRY GATE  
UNCONSTRAINED**

Date: 1 MARCH 2015

Designed By: SM

Drawn By: LW

Checked By: MT

Drawing No.:

**A-203**

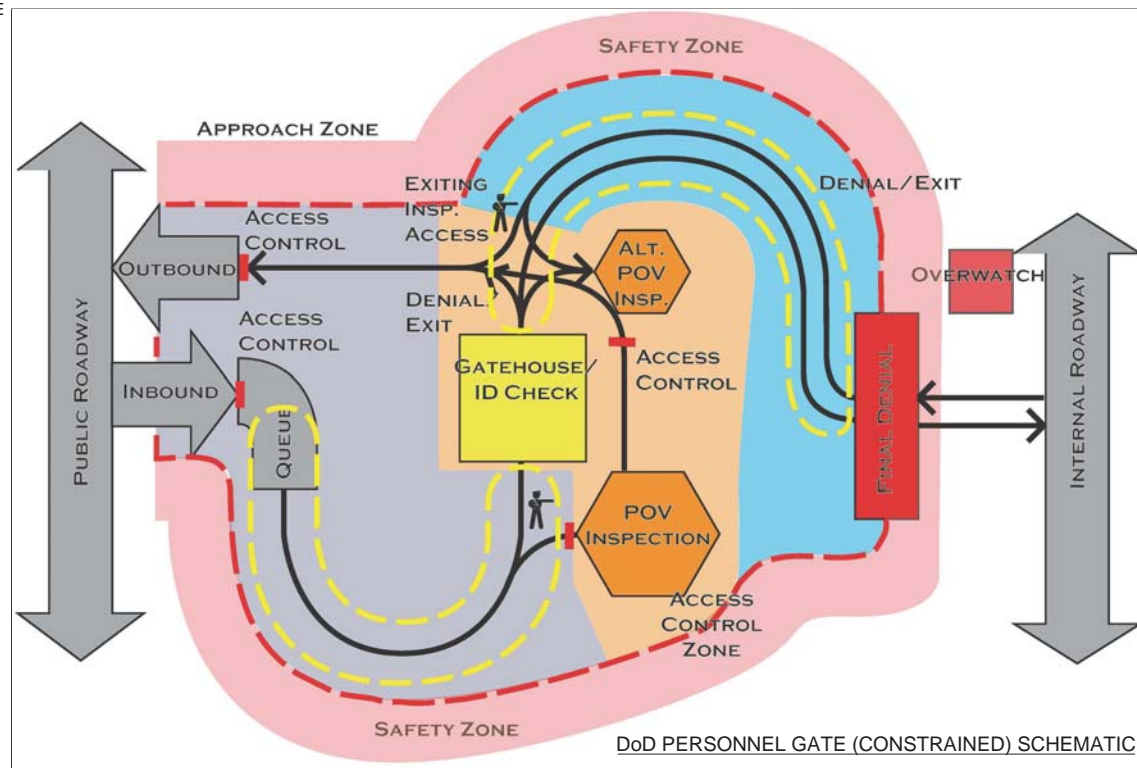
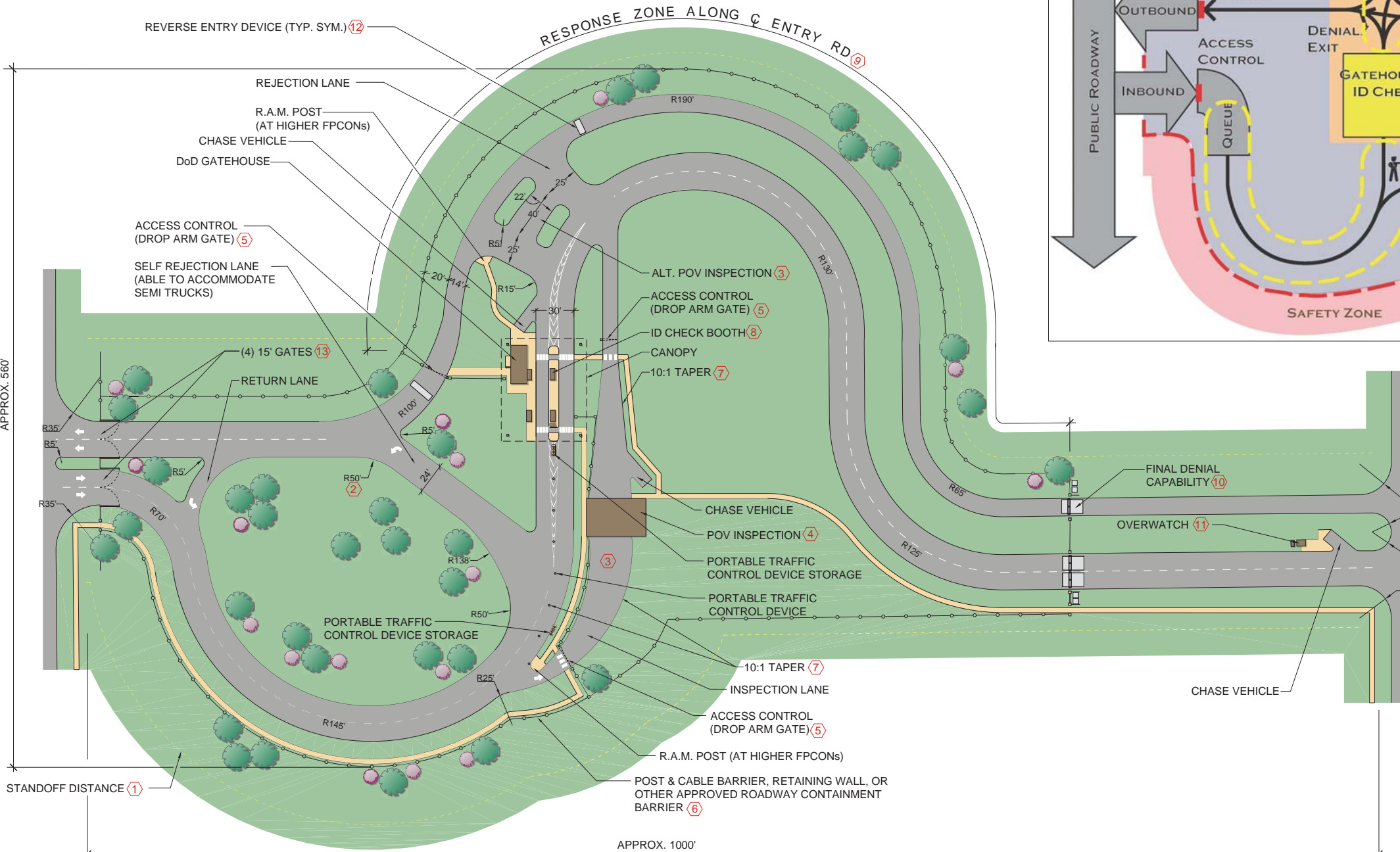
SCALE(S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22X34 SHEET

**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 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 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 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 4-022-02, SDDCTEA PAMPHLET 55-15, LATEST EDITIONS, BASED ON GOVERNING THREAT SCENARIO (INBOUND/HIGH SPEED, OUTBOUND/HIGHSPEED, 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 71 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 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.
- 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:**

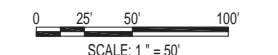
1. REFERENCE NOTE 1 ON SHEET 203.
2. IN CONFINED SITES, INCORPORATE A CURVILINEAR ACCESS ROAD, TRAFFIC CIRCLES AND/OR SMALL RADIUS TURNS IN ORDER TO LIMIT THE SPEED OF VEHICLES AND CREATE THE OPPORTUNITY FOR A MORE INTERESTING APPROACH.
3. REFERENCE NOTES 3 THROUGH 9 ON SHEET 203.
4. IF THE DISTANCE BETWEEN THE PUBLIC ROADWAY AND INTERNAL BASE ROADWAY IS LESS THAN 1000', REFERENCE THE ALTERNATE DoD CONSTRAINED SITE ON SHEET A-204A.



**LEGEND**

	SAFETY ZONE		GATEHOUSE/ ID CHECK
	APPROACH ZONE		POV INSPECTION
	ACCESS CONTROL ZONE		FINAL DENIAL
	RESPONSE ZONE		OVERWATCH
	ROADWAY CONTAINMENT		TEMPORARY GUARD LOCATION
	SPEED MGMT ZONE		ACCESS CONTROL LOCATION

**AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
CONTROL POINTS (ECF/IACP)**



Jacobs Project No.: FDWD5022  
Drawing Title:

**DoD PERSONNEL  
ENTRY GATE  
CONSTRAINED**

Date: 1 MARCH 2015  
Designed By: SM  
Drawing No.: A-204  
Drawn By: LW  
Checked By: MT

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



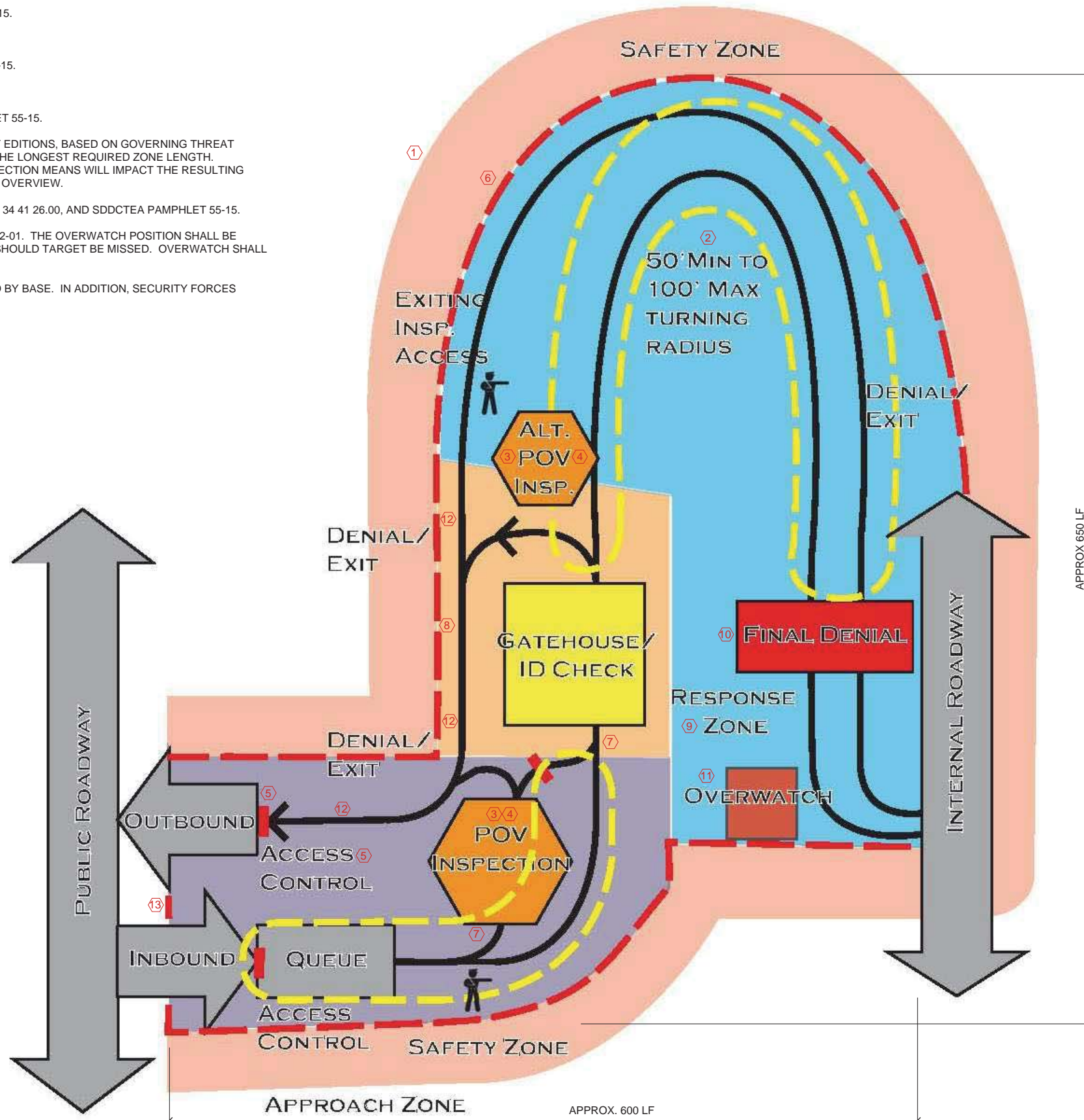
**KEY NOTES:**

- 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 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 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 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 4-022-02, SDDCTEA PAMPHLET 55-15, LATEST EDITIONS, BASED ON GOVERNING THREAT SCENARIO (INBOUND/HIGH SPEED, OUTBOUND/HIGHSPEED, 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 71 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 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.
- 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.

LEGEND			
	SAFETY ZONE		GATEHOUSE/ID CHECK
	APPROACH ZONE		POV INSPECTION
	ACCESS CONTROL ZONE		FINAL DENIAL
	RESPONSE ZONE		OVERWATCH
	ROADWAY CONTAINMENT		TEMPORARY GUARD LOCATION
	SPEED MGMT ZONE		ACCESS CONTROL LOCATION



AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
**ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)**

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

SCALE: NOT TO SCALE

Jacobs Project No.: FDWD5022

Drawing Title:

DoD PERSONNEL  
ENTRY GATE  
ALTERNATE  
CONSTRAINED

Date: 1 MARCH 2015

Designed By: SM

Drawn By: LW

Checked By: MT

Drawing No.:

A-204A

**DoD PERSONNEL GATE (CONSTRAINED) ALTERNATE SCHEMATIC**

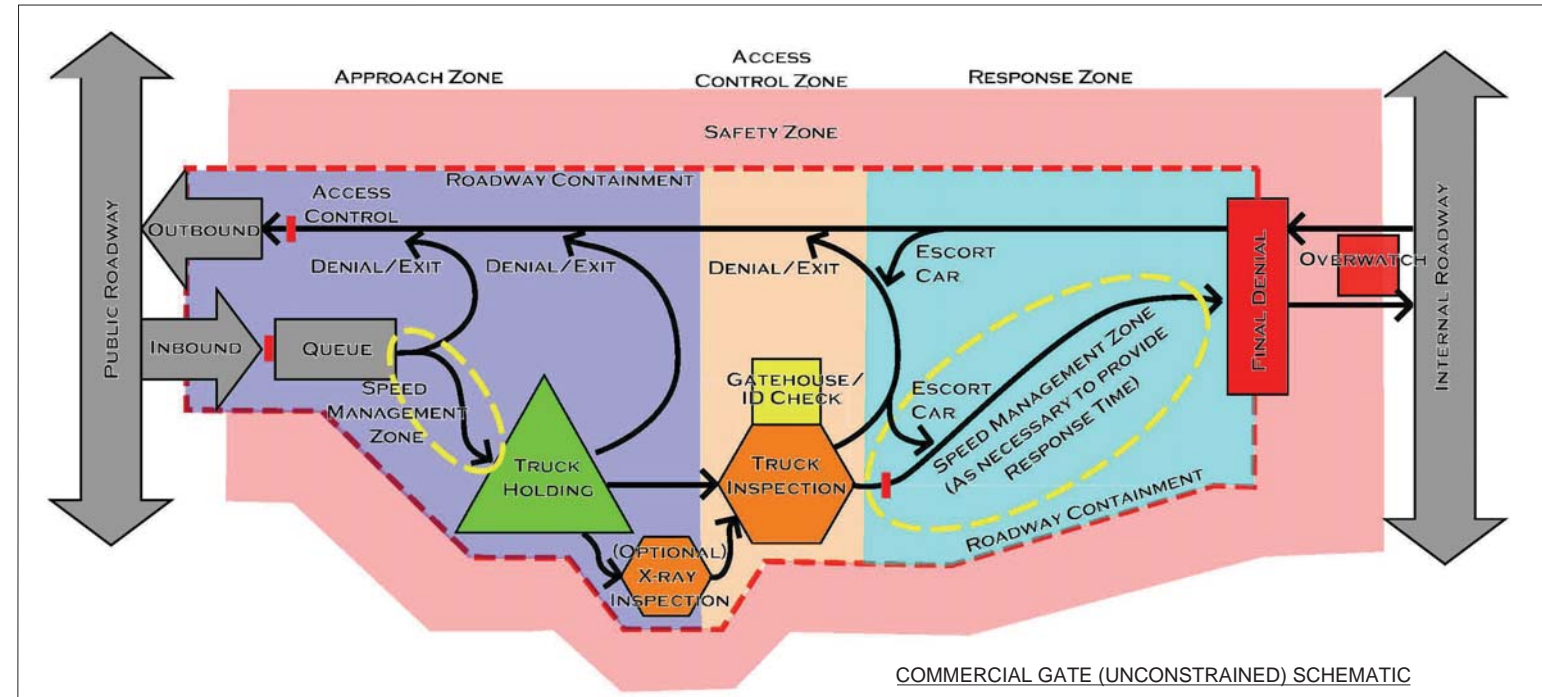
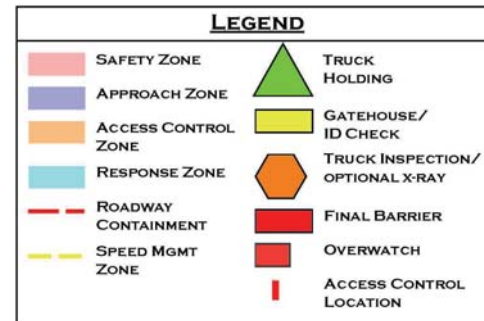


**KEY NOTES:**

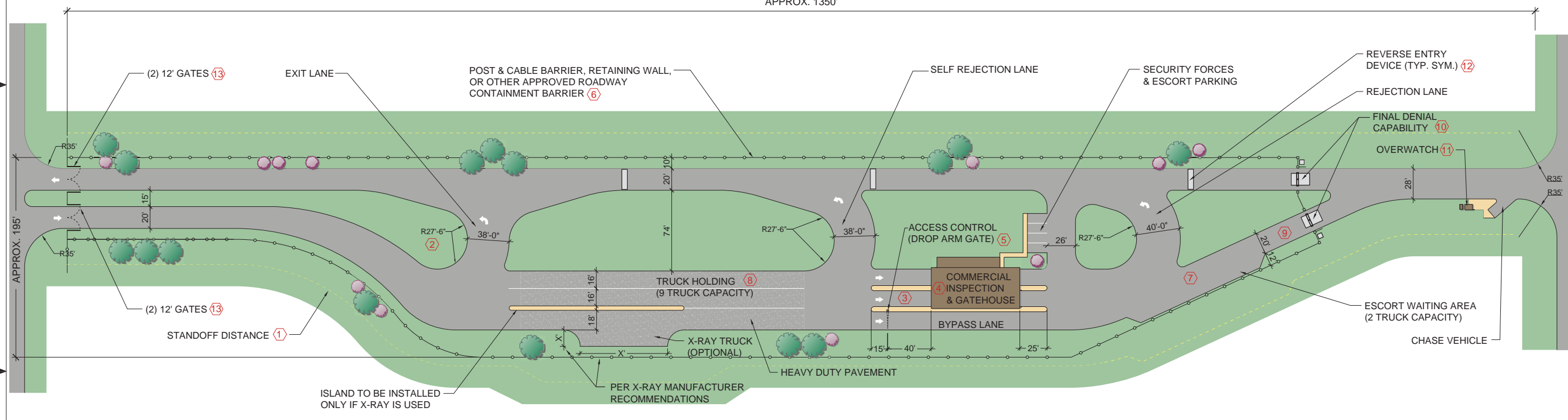
- ① MINIMUM STANDOFF DISTANCE SHALL BE DETERMINED PER UFC 2-100-01, UFC 4-010-02, AND SDDCTEA PAMPHLET 55-15.
- ② MINIMUM TURNING RADIUS SHALL BE BASED ON ANTICIPATED LARGEST VEHICLE LIKELY TO USE THE FACILITY PER SDDCTEA PAMPHLET 55-15, AND UFC 4-022-01.
- ③ SIZING OF INSPECTION AREAS SHALL BE IN ACCORDANCE 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 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, 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 PROVIDED, SHALL BE IN ACCORDANCE WITH SDDCTEA PAMPHLET 5-15 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.
- 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. 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. 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 OUTBOUND SIDE. ACTIVE VEHICLE BARRIERS FOR COMMERCIAL ENTRIES ARE TO BE FUNCTION AT "NORMALLY CLOSED MODE"-GUARD OPENS AND CLOSSES AVB 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.

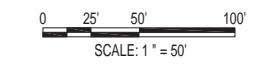


SCALE(S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22x34 SHEET



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

**AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
CONTROL POINTS (ECF/IACP)**



Jacobs Project No.: FDWD5022  
Drawing Title:

**COMMERCIAL  
ENTRY GATE  
UNCONSTRAINED**

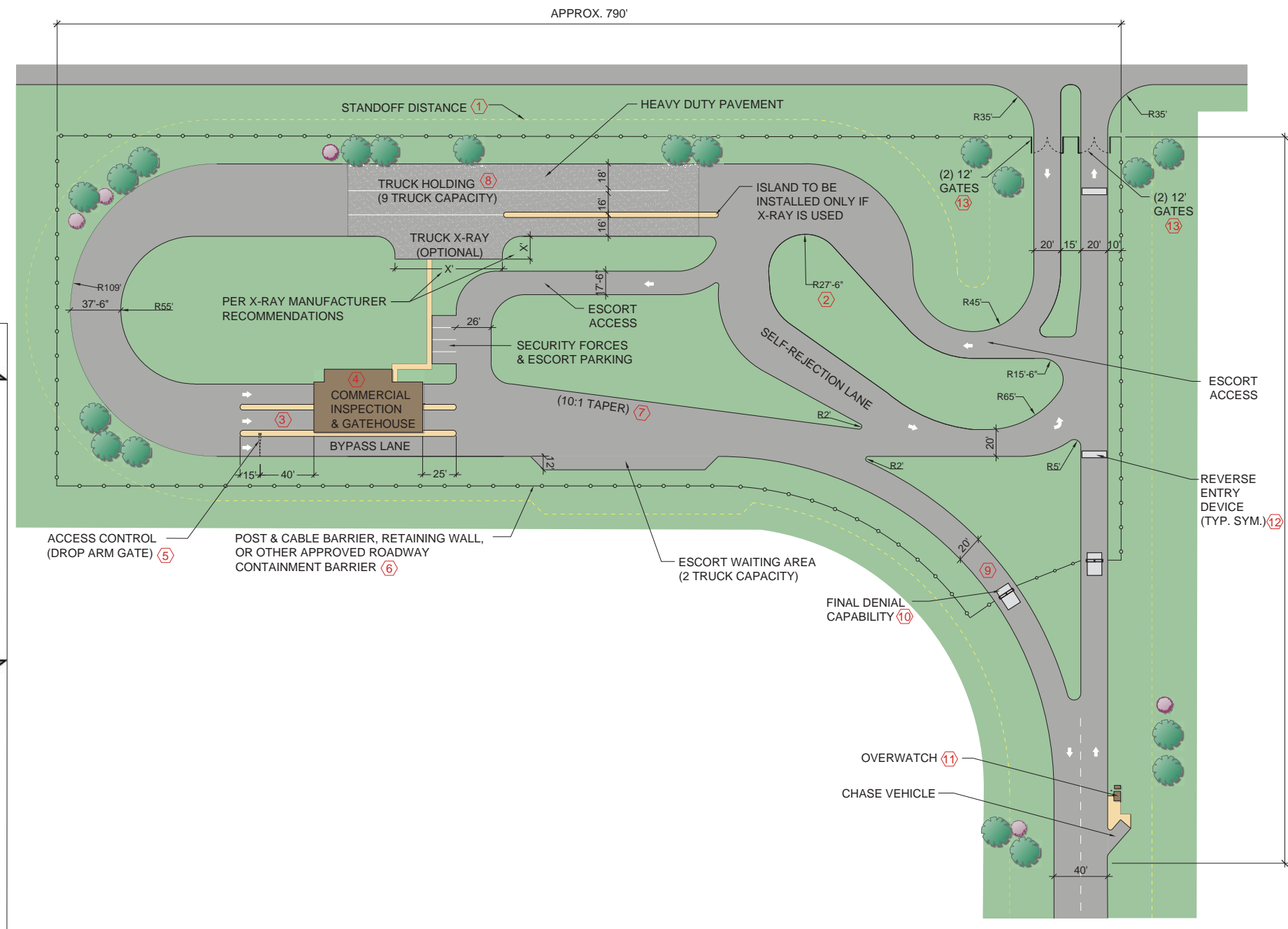
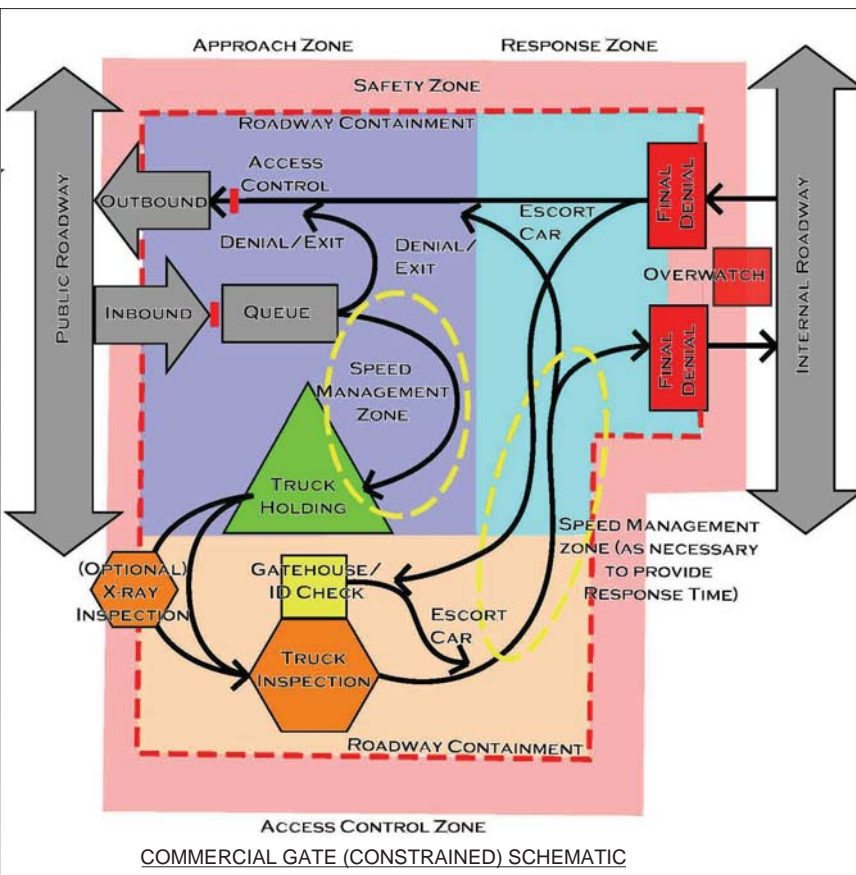
Date: 1 MARCH 2015  
Designed By: SM  
Drawing No.: A-205  
Drawn By: LW  
Checked By: MT

**KEY NOTES:**

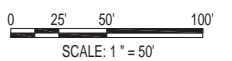
- ① MINIMUM STANDOFF DISTANCE SHALL BE DETERMINED PER UFC 2-100-01, UFC 4-010-02, AND SDDCTEA PAMPHLET 55-15.
- ② MINIMUM TURNING RADIUS SHALL BE BASED ON ANTICIPATED LARGEST VEHICLE LIKELY TO USE THE FACILITY PER SDDCTEA PAMPHLET 55-15, AND UFC 4-022-01.
- ③ SIZING OF INSPECTION AREAS SHALL BE IN ACCORDANCE 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 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 T.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, 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 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.
- 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.



**AIR FORCE CIVIL ENGINEER CENTER  
 FACILITIES DYNAMIC PROTOTYPES DESIGN:  
 ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
 CONTROL POINTS (ECF/IACP)**



Jacobs Project No.: FDWD5022

Drawing Title:

**COMMERCIAL  
 ENTRY GATE  
 CONSTRAINED**

Date: 1 MARCH 2015

Designed By: SM

Drawn By: LW

Checked By: MT

Drawing No.:

**A-206**

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



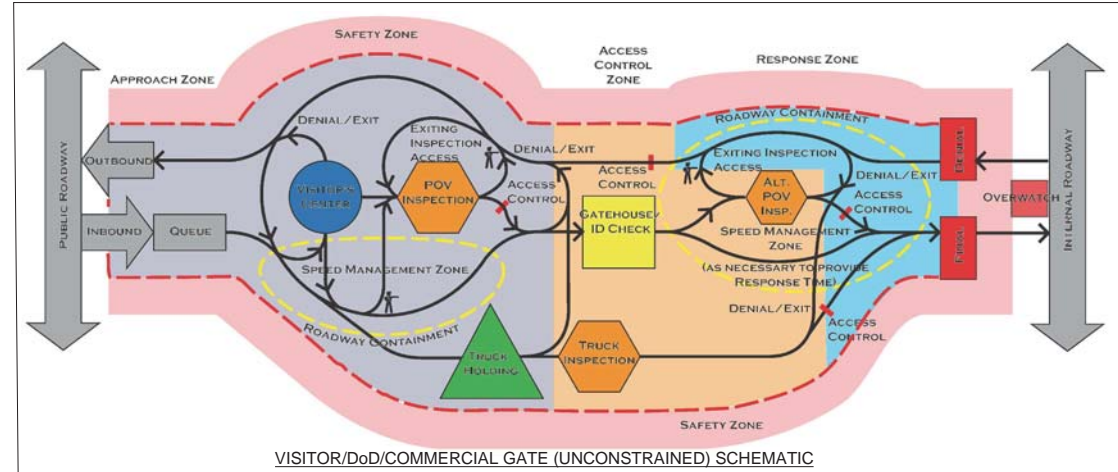
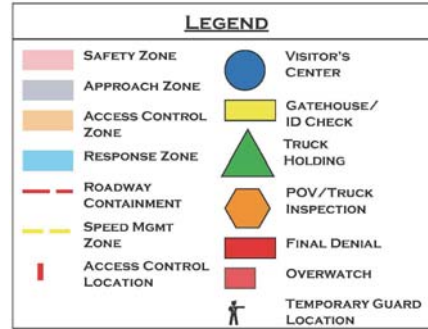
**KEY NOTES:**

- 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 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 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 NUMBER OF ID CHECK STATIONS SHALL BE BASED ON TRAFFIC ENGINEERING ASSESSMENT, PER SDDCTEA PAMPHLET 55-15. TRUCK HOLDING 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 4-022-02, SDDCTEA PAMPHLET 55-15, LATEST EDITIONS, BASED ON GOVERNING THREAT SCENARIO (INBOUND/HIGH SPEED, OUTBOUND/HIGHSPEED, 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 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. IN THE COMMERCIAL LANE, 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 4-022-01. 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.
- 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.

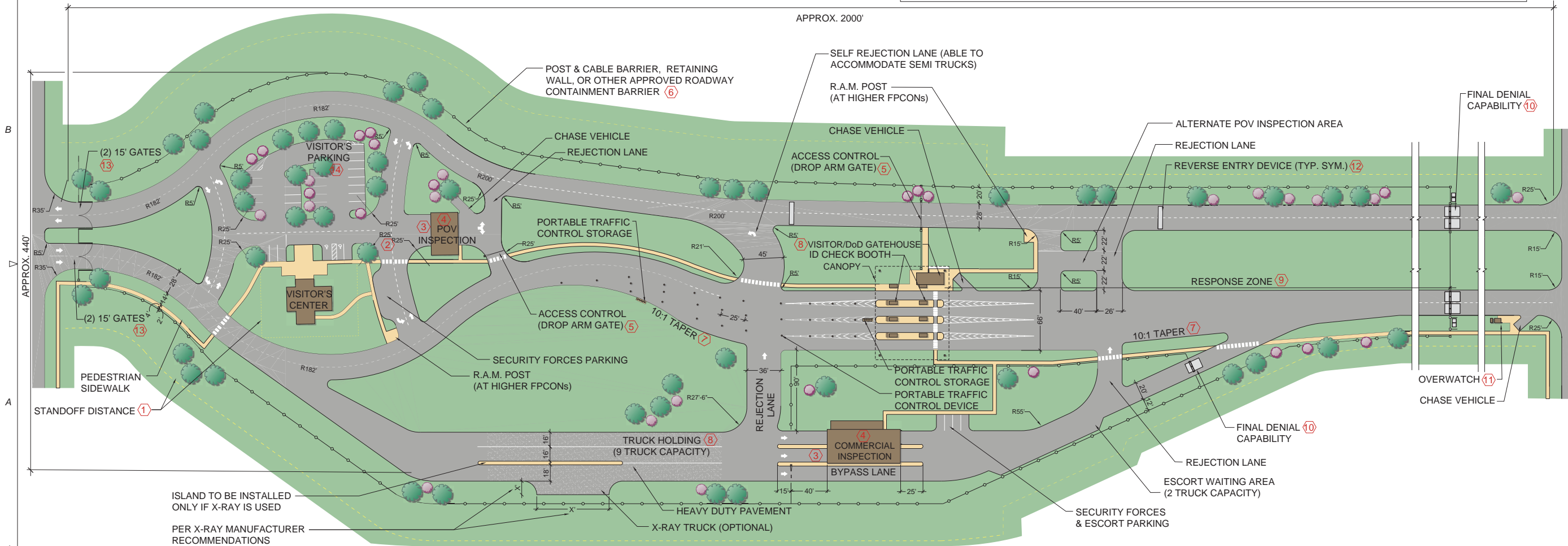
COMBINING VISITOR, DoD, AND COMMERCIAL IN ONE GATE IS NOT PREFERRED AND SHOULD ONLY BE USED IF SITE CONSTRAINTS DO NOT ALLOW FOR MULTIPLE GATES.

**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. 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. 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 GATEHOUSE WHERE COMMERCIAL 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. ACTIVE VEHICLE BARRIERS FOR COMMERCIAL ENTRIES ARE TO BE FUNCTION AT "NORMALLY CLOSED MODE"-GUARD OPENS AND CLOSES AVB 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 ADEQUATE EXISTING AND SELF-REJECTION LANES WITH TURNING RADII APPROPRIATE FOR SEMI-TRUCKS TO MINIMIZE 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.

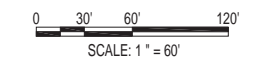


SCALE(S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22x34 SHEET



2705 Bee Cave Road, Suite 300, Austin, TX 78746  
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501 North Broadway, St. Louis, MO 63102

**AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
ENTRY CONTROL FACILITIES / INSTALLATION ACCESS  
CONTROL POINTS (ECF/IACP)**



Jacobs Project No.: FDWD5022

Drawing Title:

**VISITOR/DoD/COMMERCIAL  
ENTRY GATE  
UNCONSTRAINED**

Date: 1 MARCH 2015

Designed By: SM

Drawn By: LW

Checked By: MT

**A-207**



**SIGN LEGEND:**

	TBD		SIGN DIRECTIONAL SYMBOL FOR REFERENCE ONLY
	GATE NAMES TBD BY BASE REQUIREMENTS		SPEED LIMIT TO BE SET BY BASE
	USE IN TANDEM WITH "DO NOT ENTER" SIGN		TO BE USED FOR ALL ACTIVE BARRIERS
	USE STANDARD SIGN		FOR TRUCKS AND COMMERCIAL VEHICLES REQUIRING INSPECTION
	ONE WAY		
			NO LEFT TURN

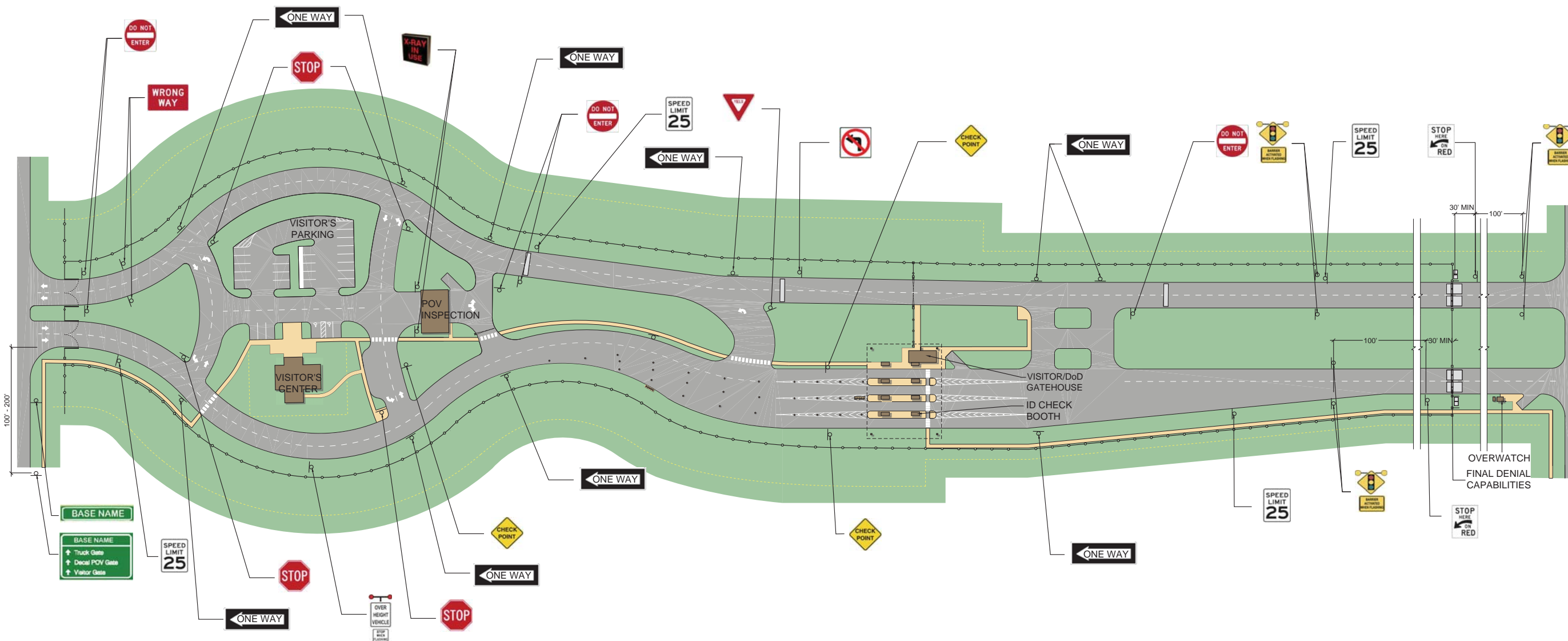
	ONLY IF EQUIPMENT IS USED
	USE STANDARD SIGN
	USE AT INSPECTION & ID CHECK LOCATIONS
	"BARRIER ACTIVATED WHEN FLASHING" USE THIS SIGN OR ANOTHER BASE APPROVED SIGN

**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.

**AIR FORCE CIVIL ENGINEER CENTER  
FACILITIES DYNAMIC PROTOTYPES DESIGN:  
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CONTROL POINTS (ECF/IACP)**

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0 30 60 120  
SCALE: 1" = 60'

Jacobs Project No.: FDWD5022

Drawing Title:

NOTIONAL SIGNAGE PLAN

Date: 1 MARCH 2015

Designed By: SM Drawing No.:

Drawn By: KW A-208

Checked By: MT