1. CONSTRUCTION GENERAL NOTES

A. PHASING, PROVIDED HEREIN, IS ESTABLISHED TO MAINTAIN AIRCRAFT OPERATIONAL CAPABILITY AND CONTINUAL ACCESS TO AIR FORCE FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL NOT BE ALLOWED TO INITIATE WORK UNTIL THE CONTRACTOR'S SCHEDULE DEMONSTRATES THE ABILITY TO COMPLETE THIS WORK WITHIN THE TIME FRAME REQUIRED AND THE SCHEDULE IS APPROVED BY THE CONTRACTING OFFICER. THE CONTRACTOR SHALL PROVIDE A TWENTY-ONE (21) DAY WRITTEN NOTICE IN ADVANCE THROUGH THE CONTRACTING OFFICER COORDINATING WORK AS SHOWN ON SHEET GC101.

B. THE CONTRACTOR SHALL NOT BE ALLOWED TO INITIATE ANY WORK WITHIN THE HAZARDOUS CARGO LOADING APRON (HCLA) UNTIL THE CONTRACTOR HAS AN APPROVED CONCRETE MIX DESIGN CONFORMING TO 32 13 14.13 CONCRETE FOR AIRFIELDS AND HEAVY DUTY PAVEMENT AND AN APPROVED JOB MIX FORMULA CONFORMING TO 32 12 15.13 HMA FOR AIRFIELDS AND THE TEMPORARY ACCESS ROAD TO THE EXISTING MUNITIONS STORAGE BUILDING HAS BEEN CONSTRUCTED.

C. THE WORK ZONE SHALL BE DELINEATED WITH LOW PROFILE BARRICADES ACROSS PAVED AREAS AND ROPE AND BARREL FENCING ACROSS NON-PAVED AREAS. SEE SHEET GC101 FOR EXACT LOCATIONS.

2

D. NOT USED.

E. AN AIR SHOW IS SCHEDULED EACH YEAR IN MAY OR JUNE, WHICH WILL IMPACT CONSTRUCTION AND FLIGHT OPERATIONS WITHIN THE AIRFIELD AREA. THE CONTRACTOR SHALL ASSUME THAT NO WORK OR CONTRACTOR ACCESS TO THE AIRFIELD AREA WILL OCCUR BETWEEN THE WEDNESDAY PRIOR TO THE AIR SHOW AND THE MONDAY AFTER THE AIR SHOW IS COMPLETE.

F. HAZARDOUS CARGO OPERATIONS WILL BE CONDUCTED ON TAXIWAY LIMA AT VARIOUS TIMES DURING THIS PROJECT. PERIODICALLY, THIS MISSION WILL REQUIRE THE CONTRACTOR TO CEASE CONSTRUCTION ACTIVITY AND VACATE THE CONSTRUCTION SITE. AIRFIELD MANAGEMENT WILL NOTIFY THE CORPS OF ENGINEERS, 787 CES AND THE CONTRACTOR WHEN THIS OCCURS.

G. DUE TO VARIOUS MISSION REQUIREMENTS AT MCGUIRE AIR FORCE BASE, THE CONTRACTOR WILL BE DIRECTED TO CEASE WORK AND VACATE THE CONSTRUCTION SITE WITH LESS THAN ONE HOUR NOTICE. THE AIRFIELD MANAGER WILL NOTIFY THE COR, 787 CES AND THE CONTRACTOR WHEN THIS OCCURS.

H. ALL PAVEMENT MARKINGS NOT MARKED FOR REMOVAL, WHICH ARE MARRED OR REMOVED BY THE CONTRACTOR, SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE. PAVEMENT MARKING OF NEW AND EXISTING CONCRETE PAVEMENT SHALL NOT BE INITIATED UNTIL A MINIMUM OF 30 DAYS AFTER PLACEMENT OF CONCRETE OR ASPHALT, AS REQUIRED BY SPECIFICATION SECTION 32 17 23.

I. STEEL BUCKET OR BLADE EQUIPMENT SHALL NOT OPERATE WITH THE BUCKET OR BLADE IN DIRECT CONTACT WITH ANY PAVEMENT TO REMAIN AT ANY TIME. STEEL BUCKET OR BLADE EQUIPMENT MAY BE USED TO REMOVE/REPLACE EXISTING BASE AND SUBGRADE MATERIALS. STEEL TRACKED EQUIPMENT SHALL NOT BE ALLOWED ON ANY PAVEMENT TO REMAIN AT ANY TIME; ONLY RUBBER TRACKED EQUIPMENT SHALL BE OPERATE ON PAVEMENT TO REMAIN TO PROTECT THE PAVEMENT FROM DAMAGE. ANY DAMAGE CAUSED TO EXISTING PAVEMENT SLABS DUE TO INADEQUATE PROTECTION SHALL BE ENTIRELY REMOVED AND REPLACED BY THE CONTRACTOR AT NO EXPENSE TO THE GOVERNMENT.

J. FLAGGERS ARE REQUIRED DURING WORK WITHIN THE HCLA. SEE SHEET GC101 FOR FLAG PERSON LOCATIONS. REFERENCE NOTE 3.H, THIS SHEET, FOR ADDITIONAL INFORMATION.

2. CONSTRUCTION PHASING DESCRIPTION

A. ALL WORK TO CONSTRUCT THE NEW HCLA SHALL BE COMPLETED IN ONE PHASE. WORK INCLUDES, BUT IS NOT LIMITED TO: CONSTRUCTION OF A TEMPORARY ASPHALT ACCESS ROAD; DEMOLITION OF THE TEMPORARY ASPHALT ROAD AFTER CONTRACT COMPLETION; DEMOLITION OF THE EXISTING CONCRETE AND ASPHALT TAXIWAY AND HCLA; DEMOLITION OF THE EXISTING EDGE LIGHTING; DEMOLITION OF THE EXISTING FENCING AND AREA LIGHTING; CONSTRUCTION OF NEW WETLAND AREAS; CONSTRUCTION OF NEW CONCRETE APRON; CONSTRUCTION OF NEW TAXIWAY APRON EDGE LIGHTING; CONSTRUCTION OF NEW ASPHALT SHOULDERS; REMOVAL AND REPLACEMENT OF THE EXISTING STORM DRAIN LINE; INSTALLATION OF NEW PAVEMENT MARKINGS; INSTALLATION OF NEW HIGH MAST LIGHTING; AND INSTALLATION OF NEW FENCING.

3. AIRCRAFT PARKING APRON ACCESS & SAFETY REQUIREMENTS

A. USE THE CONTRACTOR ACCESS ROUTE AS SHOWN ON GI101 AND GC101. THE CONTRACTOR MAY REQUEST TO USE THE ALTERNATE ROUTE, BUT APPROVAL IS NOT GUARANTEED. REQUEST ACCESS TO USE THE ALTERNATE ROUTE AT LEAST 14 DAYS IN ADVANCE OF ACCESS THE SITE.

B. COORDINATE ACCESS TO THE AIRFIELD WITH THE CONTRACTING OFFICER. ACCESS TO THE AIRFIELD SHALL BE THROUGH THE APPROVED ACCESS GATE SHOWN ON SHEET GC101. ALL VEHICLES ENTERING THE AIRFIELD SHALL BE GIVEN ACCESS BY GOVERNMENT PERSONNEL. GOVERNMENT PERSONNEL WILL NOT BE CONTINUOUSLY MANNING THE ACCESS GATE. THEREFORE, THE CONTRACTOR SHALL STRATEGICALLY SCHEDULE PERSONNEL ACCESS AND MATERIAL DELIVERIES TO AVOID ACCESS DELAYS.

C. COORDINATE CONSTRUCTION AND ACCESS TO THE SITE WITH THE AIRFIELD MANAGER, 305 AMW/SEF, 305 OSS/OSAA, 787 CES/CEN (AIR FORCE PROJECT MANAGEMENT), THE COR AND 87 SFS A MINIMUM OF 60 DAYS PRIOR TO COMMENCEMENT OF WORK AT THE SITE. ACCESS TO THE WORKSITE SHALL BE THROUGH THE CONSTRUCTION AREA ENTRANCE SHOWN ON SHEET GC101. ACCESS SHALL BE COORDINATED WITH, AND APPROVED BY THE AIRFIELD MANAGER. UPON APPROVAL, ALL AREAS WITHIN THE CONSTRUCTION FENCING SHALL BE CONSIDERED A FREE ZONE, I.E. AN ESCORT IS NOT REQUIRED. THE CONTRACTOR ACCESS / HAUL ROUTE IS WITHIN A RESTRICTED AREA, AS IDENTIFIED ON GI101. ALL VEHICLES MUST REMAIN ON THE ROADWAYS SHOWN, AND MUST NOT DEVIATE FROM THE APPROVED ROUTE UNLESS APPROVED BY THE CONTRACTING OFFICER.

C.A. ALL CONTRACTOR PERSONNEL WORKING ON THE AIRFIELD MUST CHECK-IN AND CHECK OUT WITH AIRFIELD MANAGEMENT (AMOPS) COUNTER DAILY.

C.B. ALL CONTRACTOR PERSONNEL DRIVING A VEHICLE ON THE AIRFIELD MUST BE TRAINED AND CERTIFIED BY AIRFIELD MANAGEMENT AND ADHERE TO THE 305TH AIR MOBILITY WING INSTRUCTION 13-213. VEHICLE OPERATORS MUST HAVE AN AF FORM 483 IN THEIR POSSESSION AT ALL TIMES.

C.C. AIRFIELD DRIVERS SHALL FOLLOW JB MDL PROCEDURES FOR OBTAINING AN AIRFIELD DRIVERS LICENSE, WHICH REQUIRES ATTENDANCE AT A FOUR (4) HOUR TRAINING CLASS INITIALLY AND AGAIN ANNUALLY FOR REFRESHER TRAINING. EXPECT UP TO 30 DAYS TO RECEIVE THE AIRFIELD DRIVERS LICENSE FROM THE DATE TRAINING IS REQUESTED. WHEN CROSSING THROUGH OR DRIVING WITHIN THE RESTRICTED AREA, ALL DRIVERS MUST BE ESCORTED BY CONTRACTOR PERSONNEL WITH ESCORT PRIVILEGES IF THE DRIVER DOES NOT ALSO POSSESS A RESTRICTED LINE BADGE.

C.D. CONTRACTOR PERSONNEL WITH ESCORT PRIVILEGES ARE REQUIRED TO BE PRESENT AT ALL TIMES WHEN WORKERS ARE PRESENT WITHIN THE RESTRICTED AREA, WHICH INCLUDES THE HAUL ROUTE. ONE ESCORT IS REQUIRED FOR EVERY 10 WORKERS PRESENT WITHIN THE RESTRICTED AREA. CONTRACTOR ESCORT PERSONNEL SHALL FOLLOW JB MDL PROCEDURES TO OBTAIN A RESTRICTED LINE BADGE WITH ESCORT PRIVILEGES FROM JB MDL AND SHOULD EXPECT UP TO 60 DAYS TO RECEIVE THE RESTRICTED LINE BADGE FROM THE DATE THAT THE APPLICATION IS SUBMITTED.

C.E. UNLICENSED DRIVERS THAT NEED TO DRIVE ON THE AIRFIELD MUST BE ESCORTED BY GOVERNMENT PERSONNEL. CONTRACTOR PERSONNEL ARE NOT ALLOWED TO ESCORT ANY UNLICENSED DRIVERS ANYWHERE ON THE AIRFIELD.

C.F. SEE THE AIRFIELD ANNEX OF THE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR DRIVING ON THE AIRFIELD.

D. THE CONTRACTOR SHALL CONDUCT BI-WEEKLY CONSTRUCTION MEETINGS FOR THE DURATION OF CONSTRUCTION. COORDINATE WITH THE AIRFIELD MANAGER, 305 AMW/SEF, 305 OSS/OSAA, 787 CES/CEN (AIR FORCE PROJECT MANAGEMENT) AND THE COR.

E. ALL WORK ON THE AIRFIELD SHALL BE LIMITED TO DAYLIGHT HOURS. WORK OUTSIDE OF DAYLIGHT HOURS SHALL BE REQUESTED A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE, AND SHALL BE SUBJECT TO THE APPROVAL OF THE CONTRACTING OFFICER'S REPRESENTATIVE.

F. ALL WORK ON THE AIRFIELD SHALL BE COORDINATED WITH AIRFIELD MANAGEMENT. THE CONTRACTOR SHALL CHECK IN DAILY WITH AIRFIELD MANAGEMENT PRIOR TO PERFORMING ANY WORK IN ORDER TO DISCUSS AIRFIELD OPERATIONS AND ANY OTHER SPECIAL REQUIREMENTS FOR THAT DAY. ALL CONTRACTOR PERSONNEL WORKING ON THE AIRFIELD MUST CHECK-IN AND CHECK OUT WITH AIRFIELD MANAGEMENT (AMOPS) COUNTER DAILY. AMOPS WILL LOG THIS IN THE DAILY EVENTS LOG. CONTRACTORS MUST SUPPLY THEIR OWN RADIOS.

G. ALL HAUL ROUTES AND AREAS TRAVERSED BY THE CONTRACTORS' VEHICLES AND EQUIPMENT SHALL BE CONTINUALLY SWEPT AND VACUUMED CLEAN. THE CONTRACTOR SHALL PROVIDE A SELF-CONTAINED PAVEMENT VACUUMING TRUCK WHICH IS SPECIFICALLY MANUFACTURED TO CLEAN AIRFIELD PAVEMENTS. THE VACUUM TRUCK SHALL OPERATE CONTINUOUSLY DURING CONTRACTOR HAULING OPERATIONS. ADDITIONAL SELF-CONTAINTED PAVEMENT VACUUMING TRUCKS SHALL BE REQUIRED TO OPERATE CONCURRENTLY, AS NECESSARY, TO KEEP THE HAUL ROUTE FREE OF FOD.

H. THE CONTRACTOR SHALL CONTROL DUST ON THE ACCESS AND HAUL ROADS AND WITHIN THE WORK AREA AS DIRECTED BY THE CONTRACTING OFFICER.

I. THE MAXIMUM WIGHT LIMIT FOR ALL PAVED ROADS ON THE BASE IS THE LEGAL LOAD LIMIT.

J. AT ALL LOCATIONS WHERE CONTRACTOR ACCESS ROUTES AND HAUL ROADS CROSS ACTIVE TAXIWAYS AND APRONS, THE FOLLOWING REQUIREMENTS SHALL BE STRICTLY ADHERED TO: FOR TAXIWAY CROSSINGS, A FULL TIME FLAG PERSON SHALL BE POSITIONED 200 FEET OFF BOTH SIDES OF AN ACTIVE CENTERLINE CONTROLLING ALL VEHICULAR TRAFFIC. FOR APRON CROSSINGS, A FULL TIME FLAG PERSON SHALL BE POSITIONED 100 FEET OFF BOTH EDGES OF AN ACTIVE APRON CONTROLLING ALL VEHICULAR TRAFFIC. THE TWO FLAG PERSONS, ONE AT EACH LOCATION, SHALL HAVE RADIO COMMUNICATION WITH EACH OTHER IN ORDER TO SAFELY CONTROL VEHICULAR TRAFFIC. ONE SET OF FLAG PERSONS MAY CONTROL MULTIPLE TAXIWAY AND APRON CROSSINGS, PROVIDED THAT BOTH LINE OF SIGHT AND RADIO CONTACT BETWEEN THE TWO FLAG PERSONS IS MAINTAINED. EXACT LOCATION OF FLAG PERSONS SHALL BE COORDINATED WITH AIRFIELD MANAGEMENT. ALL FLAG PERSONS SHALL BE CONTRACTOR EMPLOYEES AND OBTAIN AND POSSESS AN AIRFIELD DRIVER'S LICENSE.

K. DUMP TRUCKS SHALL USE LOAD COVERS AND SHALL BE LOADED BY THE CONTRACTOR SUCH THAT NO SPILLAGE OCCURS DURING TRANSIT ON THE TAXIWAYS, APRON, AND STATE, MUNICIPAL OR BASE ROADWAYS.

L. THE ON-SITE FOREMAN SHALL HAVE RADIO CONTACT WITH THE CONTROL TOWER AT ALL TIMES THE CONTRACTOR IS WORKING AT THE SITE.

M. ALL VEHICLES SHALL HAVE COMPANY MARKINGS, AND SHALL HAVE AND DISPLAY FLIGHT LINE PASSES.

N. ANY VEHICLE REQUIRED TO TRAVEL OVER ANY PORTION OF THE AIRCRAFT MOVEMENT AREA OR RUNWAY APPROACH AREA SHALL BE PROPERLY IDENTIFIED TO OPERATE IN THE AREA. ALL VEHICLES NOT REQUIRING AN ESCORT SHALL BE MARKED WITH A FLASHING YELLOW BEACON, A FLAG AND IDENTIFIED WITH A SIGN ON THE DRIVER'S DOOR. VEHICLES REQUIRING AN ESCORT SHALL BE IDENTIFIED WITH A SIGN ON THE DRIVER'S DOOR. THE FLAG SHALL BE NOT LESS THAN 3-FOOT SQUARE CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OF NOT LESS THAN ONE FOOT ON EACH SIDE AND DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.

O. THE WORK AREA SHALL BE DELINEATED WITH LOW PROFILE BARRICADES ALONG PAVED AREAS AND ROPE AND BARREL FENCING ALONG NON-PAVED AREAS. THE CONTRACTOR MUST MAINTAIN A 24-HOUR STANDBY PERSON TO RESPOND TO INACTIVE FLASHING BARRICADE LIGHTS AND BARRICADE/FENCING POSITIONING PROBLEMS. SEE SHEET GC501 FOR BARRICADE AND FENCING DETAILS.

P. CONTRACTOR SHALL COMPLY WITH ALL ASPECTS OF UFC 3-260-01, SECTION 14 CONSTRUCTION PHASING PLAN AND OPERATIONAL SAFETY ON AIRFIELDS DURING CONSTRUCTION AND FAA AC 150 5370-2f OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.

Q. TRENCHES ARE CONSIDERED A CONFINED SPACE AND THE CONTRACTOR IS TO FOLLOW ALL PROCEDURES AND REQUIREMENTS OUTLINED IN EM 385-1-1 FOR CONFINED SPACE ENTRY AND MONITORING.

R. ALL OPEN TRENCHES SHALL BE SURROUNDED BY SAFETY FENCING. REFERENCE EM 385-1-1 AND SPECIFICATION SECTIONS 01 35 26 GOVERNMENTAL SAFETY REQUIREMENTS AND 01 50 00 TEMPORARY CONSTRUCTION FACILITIES AND CONTROLS FOR REQUIREMENTS.

S. STOCKPILING OF EXCAVATED MATERIALS SHALL BE LIMITED TO A HEIGHT WHERE MATERIAL CAN BE PROPERLY COVERED AND MAINTAINED, BUT SHALL NOT EXCEED 4 FEET IN HEIGHT.

T. ALL STOCKPILES OF EXCAVATED MATERIALS LOCATED WITHIN CONSTRUCTION AREAS SHALL BE COMPLETELY COVERED WITH TARPING AND SUFFICIENTLY WEIGHTED DOWN TO PREVENT DUST AND MATERIAL FROM ENTERING ALL OTHER AIRFIELD PAVEMENT AREAS OUTSIDE OF THE BARRICADED AREA.

U. ALL STOCKPILED MATERIAL MUST BE COVERED AT THE END OF EACH DAY'S WORK.

V. THE CONTRACTOR SHALL LIMIT UNCOVERED STOCKPILES TO A MINIMUM.

W. THE COVER USED MUST BE ABLE TO BE PROPERLY SECURED AND ANCHORED TO PREVENT THE COVER FROM BLOWING AWAY. THE COVER MUST BE SECURED TO WITHSTAND SUSTAINED WINDS OF UP TO 50 KNOTS. ADDITIONAL TIE DOWNS SHALL BE REQUIRED IF EXTREME WEATHER CONDITIONS ARE IMMINENT.

X. PROPER DAMMING SHALL BE PROVIDED AROUND THE ENTIRE STOCKPILE TO PREVENT SOIL RUN OFF FROM GETTING OUTSIDE OF THE STOCKPILE AREA. PROPERLY SECURED SILT SOCKS ARE ADVISED TO PREVENT EROSION FROM STOCKPILES.

Y. MAXIMUM EQUIPMENT HEIGHT ALLOWABLE IN THE AREA SHALL NOT EXCEED 65'. ANY EQUIPMENT OVER 25 FEET IN HEIGHT WILL REQUIRE AN AIRFIELD CONSTRUCTION WAIVER, WHICH REQUIRES A MINIMUM 45 DAYS TO PROCESS.

Z. SUBMIT FAA FORM 7460-1 TO THE FAA PRIOR TO BEGINNING WORK ON THE AIRFIELD. FAA APPROVAL CAN TAKE UP TO 60 DAYS. CONTRACT EXTENSIONS DUE TO FAILURE TO SUBMIT THE FORM WILL NOT BE ALLOWED. INCLUDE IN THE SUBMISSION ALL ANTICIPATED EQUIPEMENT THAT EXCEEDS 25 FEET IN HEIGHT. APPROXIMATE COORDINATES OF EQUIPMENT LOCATION IS REQUIRED TO BE INCLUDED WITH THE FORM. CONSTRUCTION MAY BEGIN WHEN THE FAA HAS ISSUED A DETERMINATION OF NO HAZARD AND THE TEMPORARY CONSTRUCTION WAIVER HAS BEEN APPROVED BY THE BASE COMMANDER.

AA. SUBMIT ALL INFORMATION REQUIRED BY THE AIRFIELD MANAGER TO SUBMIT FOR THE TEMPORARY CONSTRUCTION WAIVER TO BE SIGNED BY THE BASE COMMANDER. APPROVAL OF THE TEMPORARY CONSTRUCTION WAIVER CAN TAKE UP TO 60 DAYS FOR APPROVAL.

AB. PROTECT ALL EXISTING AIRFIELD LIGHTS AND/OR NAVAIDS DURING CONSTRUCTION. IF AN EXISTING AIRFIELD LIGHTS AND/OR NAVAIDS IS DAMAGED BY THE CONTRACTOR, IMMEDIATELY NOTIFY THE CONTRACTING OFFICER. REPAIR OR REPLACE THE DAMAGED AIRFIELD LIGHTS AND/OR NAVAIDS AT NO ADDITIONAL COST TO THE GOVERNMENT. REPAIR ALL DAMAGES TO THE CONTRACTING OFFICER'S SATISFACTION.

AC. ALL EXCAVATED CONTAMINATED MATERIAL SHALL BE DISPOSED OF AT THE CONTAMINATED SOIL DISPOSAL LOCATION NEAR THE JB MDL FUEL FARM.

AD. THE CONSTRUCTION AREA IS LOCATED ADJACENT TO A FORMER PRACTICE MORTAR RANGE. IF ANYTHING IS DISCOVERED DURING CONSTRUCTION ACTIVITIES THAT APPEARS TO BE AN UNEXPLODED ORDINANCE, THE CONTRACTOR SHALL STOP WORK, EVACUATE THE AREA AND IMMEDIATELY CALL BASE SECURITY.

AE. PRIOR TO BEGINNING ANY WORK ON THE AIRFIELD, THE EXISTING HYDRANT FUEL PIPING LOOP SERVING HCLA #1 WILL BE REQUIRED TO BE SHUT OFF AT THE EXISTING ISOLATION VALVE PIT. COORDINATE THE SHUT DOWN WITH 787TH CES, THROUGH THE CONTRACTING OFFICER, TWO WEEKS PRIOR TO INITIATING ANY WORK ON THE AIRFIELD.

AF. REFERNENCE THE AIRFIELD ANNEX OF THE SPECIFICATION FOR ADDITIONAL REQUIREMENTS FOR WORKING ON THE AIRFIELD.

4. AIR FORCE OPERATIONAL NOTES - FOR INFORMATION ONLY

A. TAXIWAY LIMA WILL BE CLOSED TO AIRCRAFT OPERATIONS WHILE THE CONTRACTOR IS CONSTRING THE TEMPORARY ACCESS ROAD TO THE MUNITIONS STORAGE BUILDING. THE CLOSURE WILL BE DURING NON-OPERATIONAL HOURS AND COORDINATED WITH THE AIRFIELD MANAGER, THROUGH THE CONTRACTING OFFICER.

B. A CAUTIONARY NOTICE TO AIRMAN (NOTAM) WILL BE ISSUED BY THE AIRFIELD MANAGER INDICATING THAT THE DISTANCE TO THE TEMPORARY FENCING ON THE HCLA IS 170 FEET FROM THE TAXIWAY LIMA CENTERLINE, AND THERE ARE NO AIRCRAFT RESTRICTIONS ON TAXIWAY LIMA.

C. EXCEPT FOR THE SHORT DURATION OF CONSTRUCTION OF THE TEMPORARY ACCESS ROAD, ALL RUNWAYS, APRONS AND TAXIWAYS WILL BE AVAILABLE FOR AIRCRAFT OPERATIONS AT ALL TIMES DURING CONSTRUCTION WITH THE EXCEPTION OF THE HCLA, WHICH WILL BE CLOSED TO AIRCRAFT OPERATIONS.

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DRAWN BY: B. GOLIBER
CHECKED BY: K. HALL
SUBMITTED BY: B. FLERE
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ISSUE DATE: MAY 2026
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PHASING NOTES

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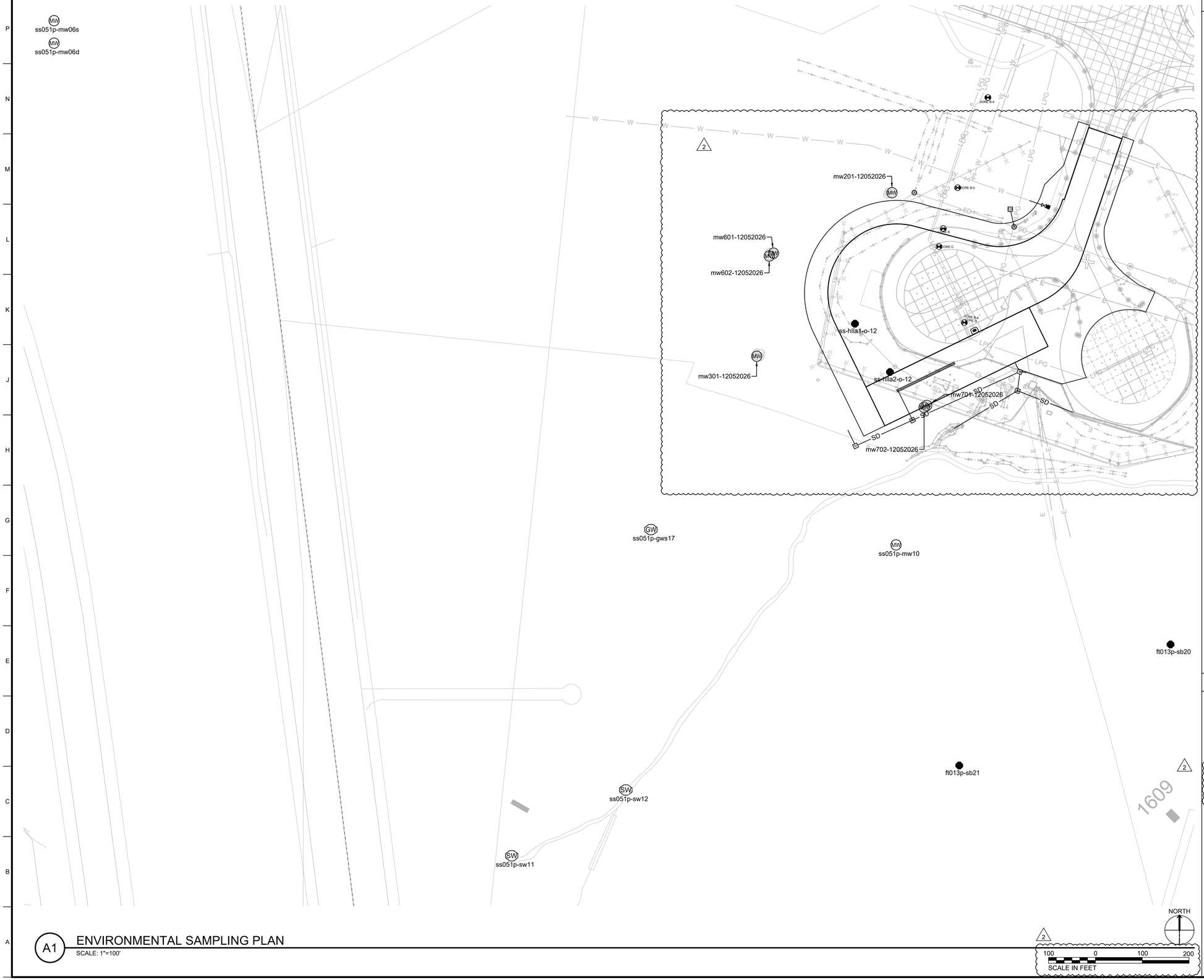

A1 ENVIRONMENTAL SAMPLING PLAN

SCALE: 1"=100'

GENERAL SHEET NOTES

1. SEE THE 02 61 13 APPENDIX TO THE SPECIFICATIONS FOR ENVIRONMENTAL TESTING COORDINATES, CONTAMINATED SOIL AND GROUNDWATER DATA AND DRAFT RIR SAMPLING INFORMATION.
2. EXCAVATED SOIL WITHIN THE SITE MAY BE REUSED AT THE SITE. EXCAVATED SOIL THAT IS TO BE DISPOSED OF OFF SITE SHALL BE TESTED AND DISPOSED OF AS REQUIRED BY THE SPECIFICATIONS.
3. EXCESS EXCAVATED MATERIAL SHALL BE STOCKPILED AT THE LOCATION SHOWN WITHIN THESE PLANS AND DISPOSED OF OFF SITE PER THE ENVIRONMENTAL REQUIREMENTS WITHIN THE SPECIFICATIONS.

LEGEND

●	ft013p-sb21	RIR SOIL BORING SAMPLE LOCATION
SW	ss051p-sw11	RIR SURFACE WATER SAMPLE LOCATION
GW	ss051p-sw11	RIR GROUND WATER SAMPLE LOCATION
MW	ss051p-mw10	RIR MONITORING WELL SAMPLE LOCATION
MW	mwxxx-12052026	SUPPLEMENTAL WELL SAMPLE LOCATION
●	ss-hllax-O-12	SUPPLEMENTAL SLUDGE, SOLID SAMPLE LOCATION

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ENVIRONMENTAL SAMPLING PLAN

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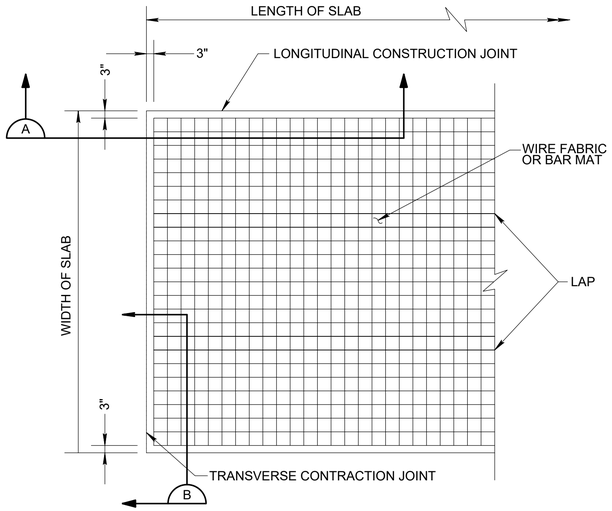
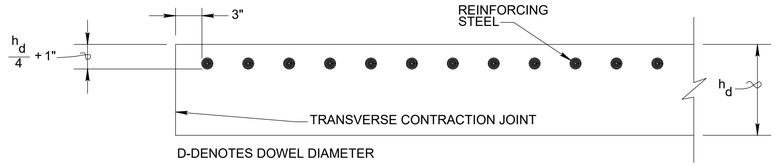


DETAIL OF SLAB REINFORCEMENT

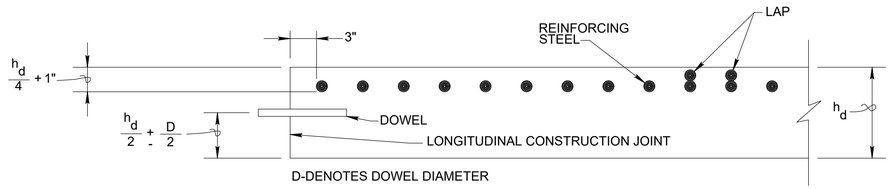
NOT TO SCALE

NOTE:

LAP SPACING :
BAR MAT - 24 BAR DIAMETERS
WIRE FABRIC - ONE SPACING OF WIRE OR 32 WIRE DIAMETERS, WHICHEVER IS GREATER

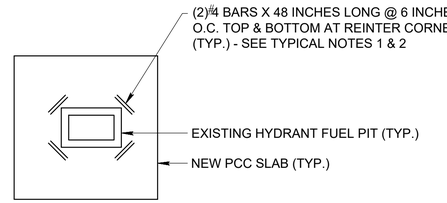


SECTION A



SECTION B

TABLE 1		
	PAVEMENT THICKNESS	
	12" & 13.5"	19"
AREA OF STEEL (A_s)	0.072	0.114

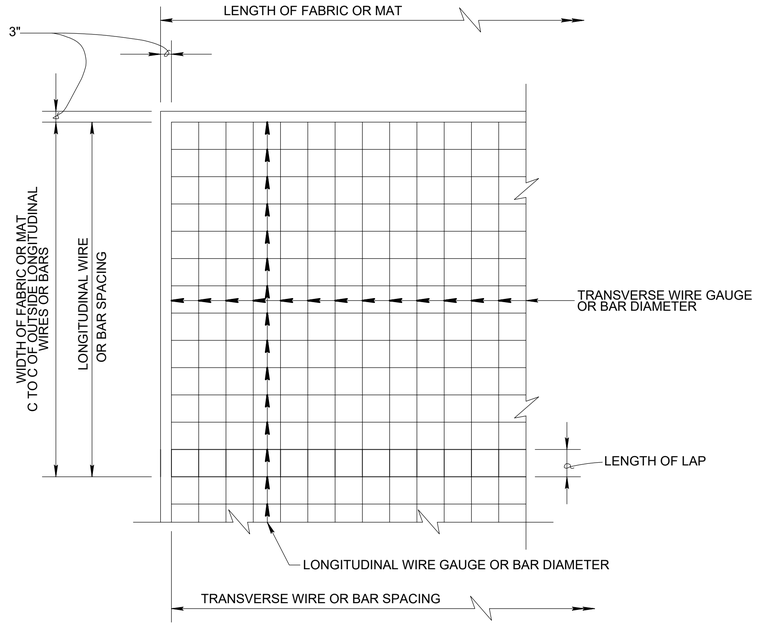


TYPICAL NOTES:

1. 3 INCHES CLEAR FROM TOP AND BOTTOM OF SLAB.
2. 3 INCHES CLEAR FROM INNER BAR TO OUTSIDE OF PIT WALL.
3. ENTIRE SLAB SHALL ALSO BE REINFORCED. SEE THIS SHEET FOR DETAILS.

HYDRANT FUEL PIT CORNER REINFORCEMENT DETAIL

NOT TO SCALE

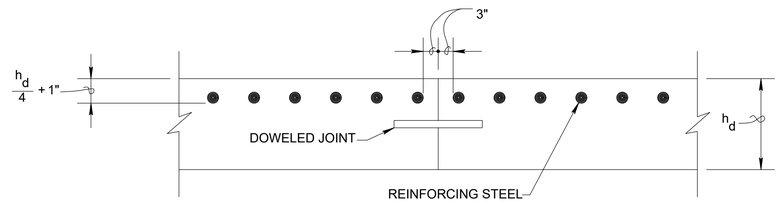


DETAIL OF WIRE FABRIC OR BAR MAT

NOT TO SCALE

NOTE:

LAP SPACING :
BAR MAT - 24 BAR DIAMETERS
WIRE FABRIC - ONE SPACING OF WIRE OR 32 WIRE DIAMETERS, WHICHEVER IS GREATER



DETAIL FOR TERMINATION OF STEEL JOINT

NOT TO SCALE

NOTES:

1. h_d DENOTES REINFORCED CONCRETE PAVEMENT DESIGN THICKNESS.
2. REINFORCING STEEL IS NOT CARRIED THROUGH JOINT.
3. SLABS TO BE REINFORCED ARE SHADED ON THE JOINT LAYOUT PLAN SHEETS.
4. REINFORCING SHALL HAVE A MINIMUM STEEL AREA A_s AS SHOWN IN TABLE 1. STEEL AREA LISTED IN TABLE 1 IS SQ. IN./FT. IN EACH DIRECTION. MAXIMUM BAR OR WIRE SPACING SHALL NOT EXCEED 12 INCHES.

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REINFORCEMENT DETAILS

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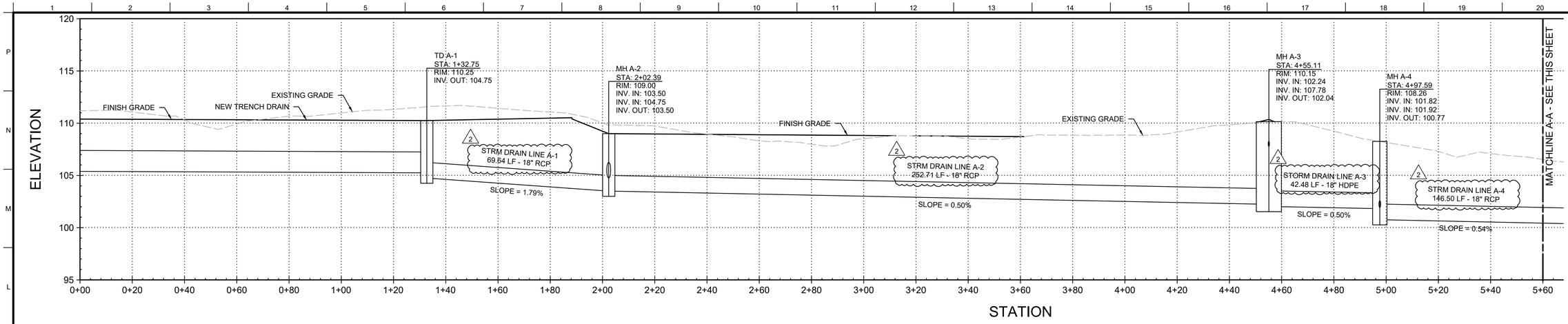
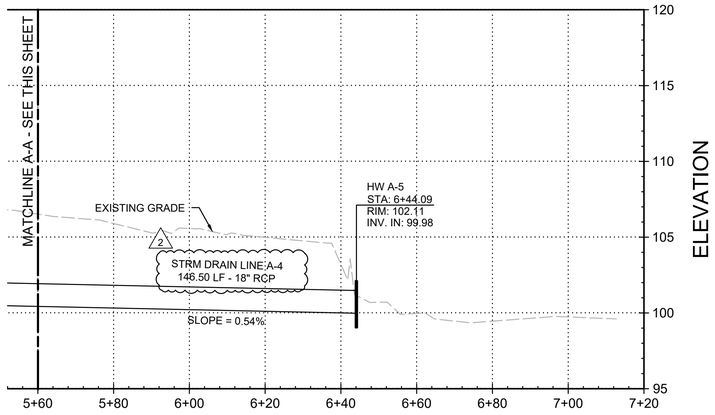


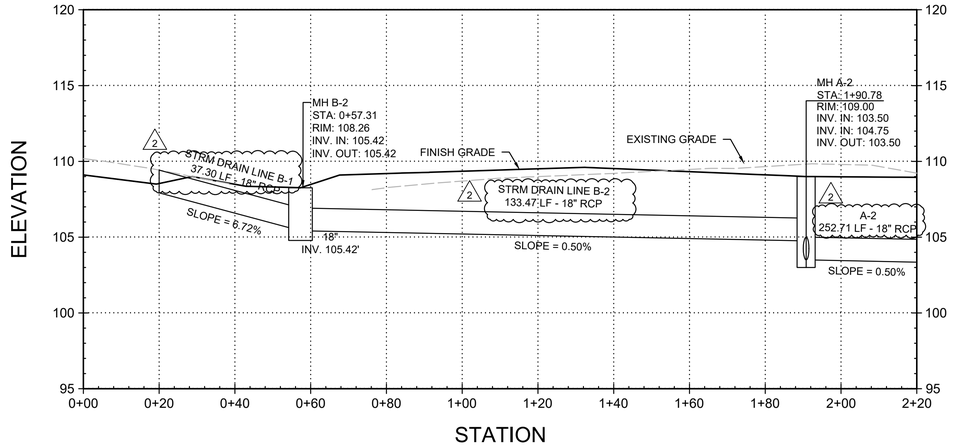
L1 STORM DRAIN LINE A PROFILE

SCALE: HORIZ:1" = 20' -0", VERT: 1" = 5'-0"



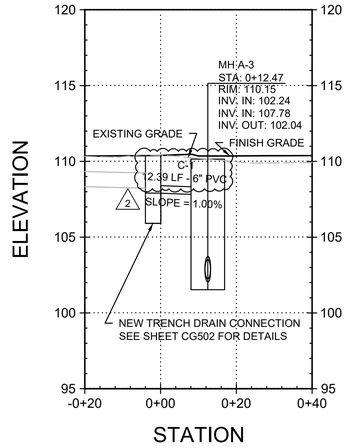
F1 STORM DRAIN LINE A PROFILE

SCALE: HORIZ:1" = 20' -0", VERT: 1" = 5'-0"



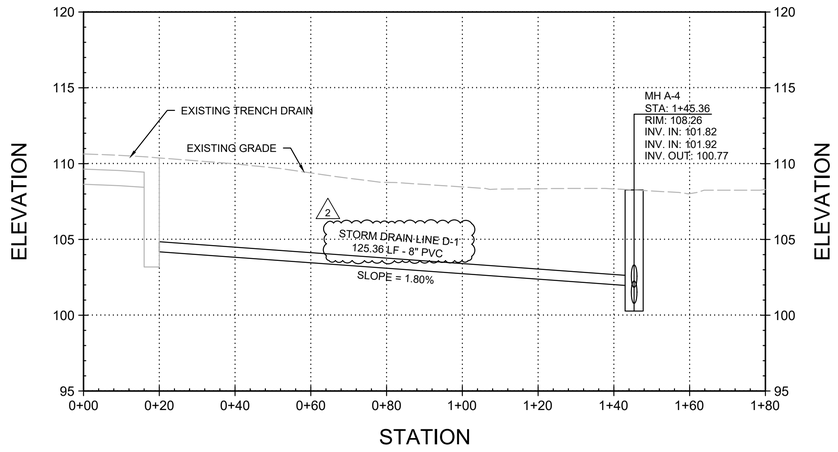
F8 STORM DRAIN LINE B PROFILE

SCALE: HORIZ:1" = 20' -0", VERT: 1" = 5'-0"



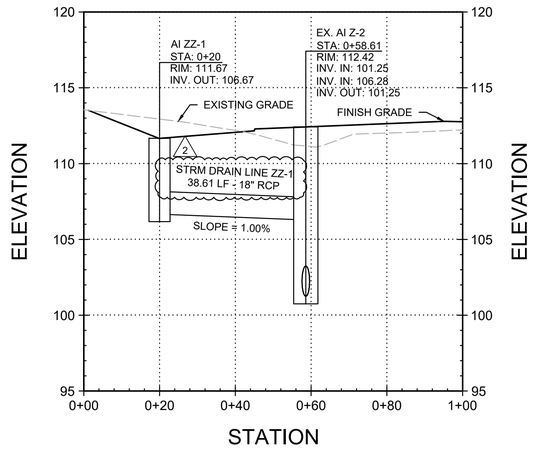
F16 STORM DRAIN LINE C PROFILE

SCALE: HORIZ:1" = 20' -0", VERT: 1" = 5'-0"



A1 STORM DRAIN LINE D PROFILE

SCALE: HORIZ:1" = 20' -0", VERT: 1" = 5'-0"



A9 STORM DRAIN LINE ZZ PROFILE

SCALE: HORIZ:1" = 20' -0", VERT: 1" = 5'-0"

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MARK	DESCRIPTION	DATE
0	REV. 00/2 GENERAL REVISIONS	6/22/2026

DESIGNED BY:	ISSUE DATE:
B. GOLIBER	MAY 2026
DRAWN BY:	SOLICITATION NO.:
B. GOLIBER	W912DS26BA020
CHECKED BY:	CONTRACT NO.:
K. HALL	+XXXXXX-XX-X-XXXX
SUBMITTED BY:	SPEC CODE:
S. FLERE	NJ05
SIZE: ANSI D	FILE NAME: NJ05_CG201.dwg

U.S. ARMY CORPS OF ENGINEERS
NEW YORK DISTRICT
26 FEDERAL PLAZA
NEW YORK, NEW YORK 10278

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OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA, NEBRASKA 68102

JOINT BASE - MCGUIRE-DIX-LAKEHURST
REPAIR MCGUIRE AIRFIELD HAZARDOUS
CARGO LOADING AREA - PN: PTFL141025

STORM DRAIN LINES A, B, C, D & ZZ PROFILE

SHEET ID

CG202

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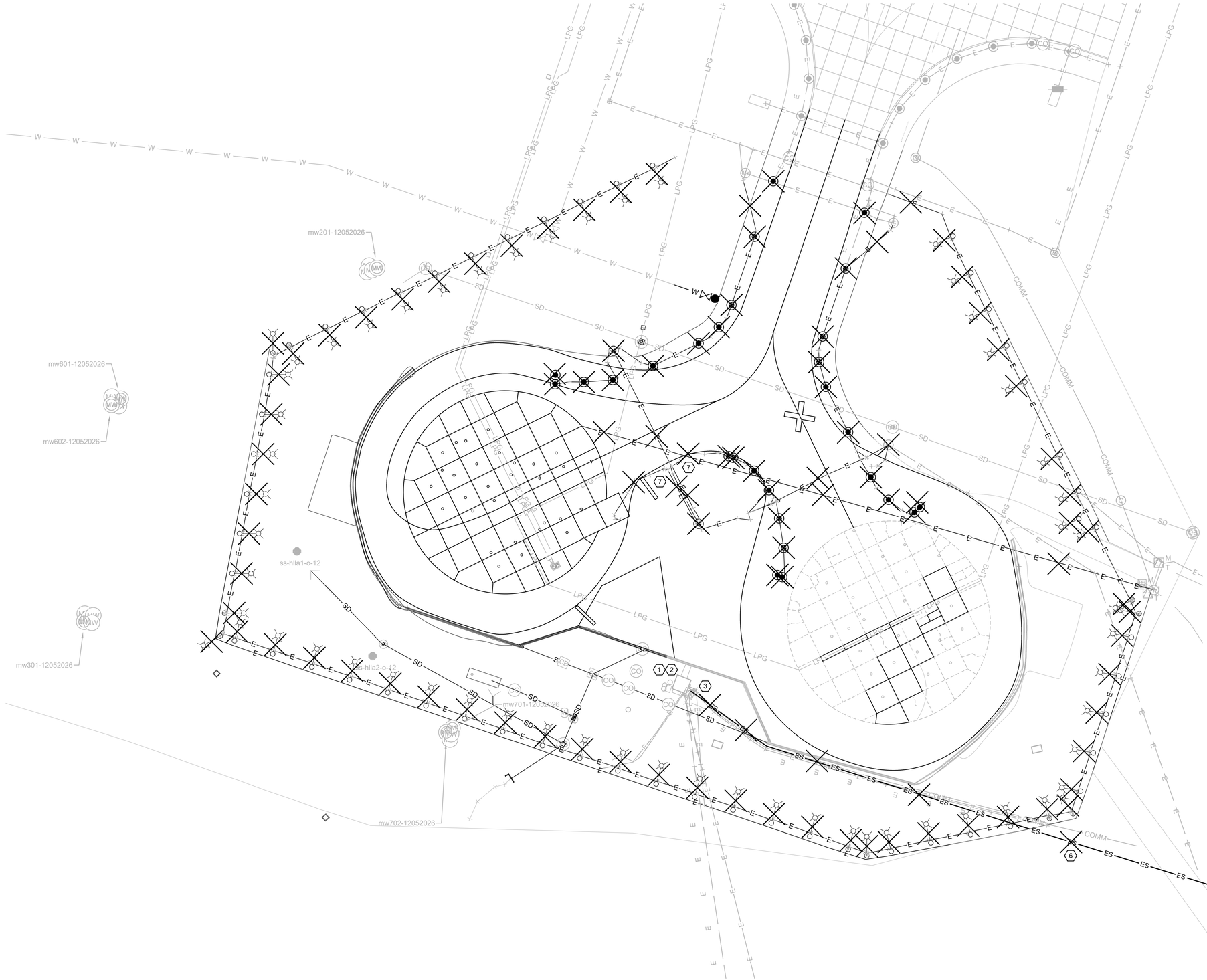

GENERAL SHEET NOTES

1. SEE CD SHEETS FOR CIVIL DEMOLITION INFORMATION.
2. FULL TONE ELECTRICAL ITEMS ARE TO BE REMOVED UNLESS OTHERWISE NOTED. (FULL TONE ITEMS WILL HAVE AN 'X' MARKED ON THE ELECTRICAL ITEM.)
3. HALF TONE ELECTRICAL ITEMS ARE TO BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED.
4. ALL LED TAXIWAY LIGHT FIXTURES WITH AN "X" OVER IT SHALL BE TURNED OVER TO MCGUIRE AFB.
5. NOTE REMOVED.
6. ALL REMOVED PRIMARY UNDERGROUND DUCTBANK SHALL HAVE THE CONDUCTORS REMOVED. IN THE PRESENCE OF THE COR OR HIS OR HER REPRESENTATIVE, THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS INCLUDING NUMBER, SIZE, AND LENGTH OF CONDUCTORS IN REMOVED DUCTBANKS FOR PRIMARY UNGERGROUND CONDUCTORS SERVING BUILDING TRANSFORMERS AS SHOWN IN THE PLANS. CONTRACTOR SHALL REPLACE SIZE AND NUMBER OF CONDUCTORS IN NEW CONCRETE ENCASED UNDERGROUND DUCTBANKS AS SHOWN IN THE ES500'S SERIES SHEETS. PRIMARY CABLES SHALL NOT BE SPLICED.

SHEET KEYNOTES

1. B1147 TO BE PROTECTED IN PLACE. CONTAINS A 15KW GENERATOR TO BE PROTECTED IN PLACE.
2. REMOVE DEMOLISHED SECURITY LIGHTING CIRCUITS INTO ELECTRICAL SERVICE PANEL LOCATED IN B1147.
3. PROTECT IN PLACE EXISTING TRANSFORMER.
4. DISCONNECT SERVICE TO PANEL PP-1 (SEE NEW SERVICE LINE ON ES101) AND REMOVE DISCONNECT SERVING PP-1 AT THIS LOCATION. SEE NEW SERVICE POINT IN ONE-LINE DIAGRAM ON ES507. PANEL PP-1 THROUGH NEW INSTALLATION WILL BE FED FROM NEW PANEL XDP1.
5. EXISTING PANEL PP-1 TO BE PROTECTED IN PLACE.
6. CONTRACTOR TO DEMO ELECTRICAL SECONDARY SERVICE LINE FROM EXISTING TRANSFORMER (TO REMAIN) TO EXISTING PANEL PP-1 (TO REMAIN). SEE ES101 FOR NEW SERVICE LINE FOR PANEL PP-1.
7. CONTRACTOR TO REMOVE PATHWAY IF ENOUNTERED.

LEGEND

- REMOVAL MARKING. ANY ELECTRICAL ITEM WITH THIS MARKING SHALL BE REMOVED ENTIRELY UNLESS OTHER NOTED IN THE DRAWINGS. NOTE IF LIGHT BASE IS REMOVED, THEN THE CONDUIT AND CABLING SHALL BE REMOVED AS WELL BETWEEN TWO LIGHT BASES INDICATED TO BE REMOVED.
- E — EXISTING ELECTRICAL VAULT
- EXISTING IN-PAVEMENT TAXIWAY EDGE LIGHT SEE GENERAL NOTES 4 AND 5 ABOVE.
- E — EXISTING CONDUIT TO BE PROTECTED IN PLACE
- E — EXISTING CONDUIT TO BE REMOVED
- EXISTING 10' POLE WITH SECURITY LIGHT FIXTURE TO BE REMOVED.

A1 ELECTRICAL DEMOLITION PLAN
SCALE: 1"=50'

NORTH

50 0 50 100
SCALE IN FEET

US Army Corps of Engineers®

MARK	DESCRIPTION	DATE
1	AM #0001 - GENERAL REVISIONS	JUN 2026

DESIGNED BY:	K. PAVLIK
DRAWN BY:	K. PAVLIK
CHECKED BY:	B. WLASCHIN
SUBMITTED BY:	W. DAVENPORT
ANSI D	
ISSUE DATE:	MAY 2026
SOLICITATION NO.:	W912DS26BA020
CONTRACT NO.:	+XXXXXX-XX-X-XXXX
SPEC CODE:	NJ05
FILE NAME:	NJ05_ED101.dwg

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ELECTRICAL DEMOLITION PLAN

SHEET ID
ED101

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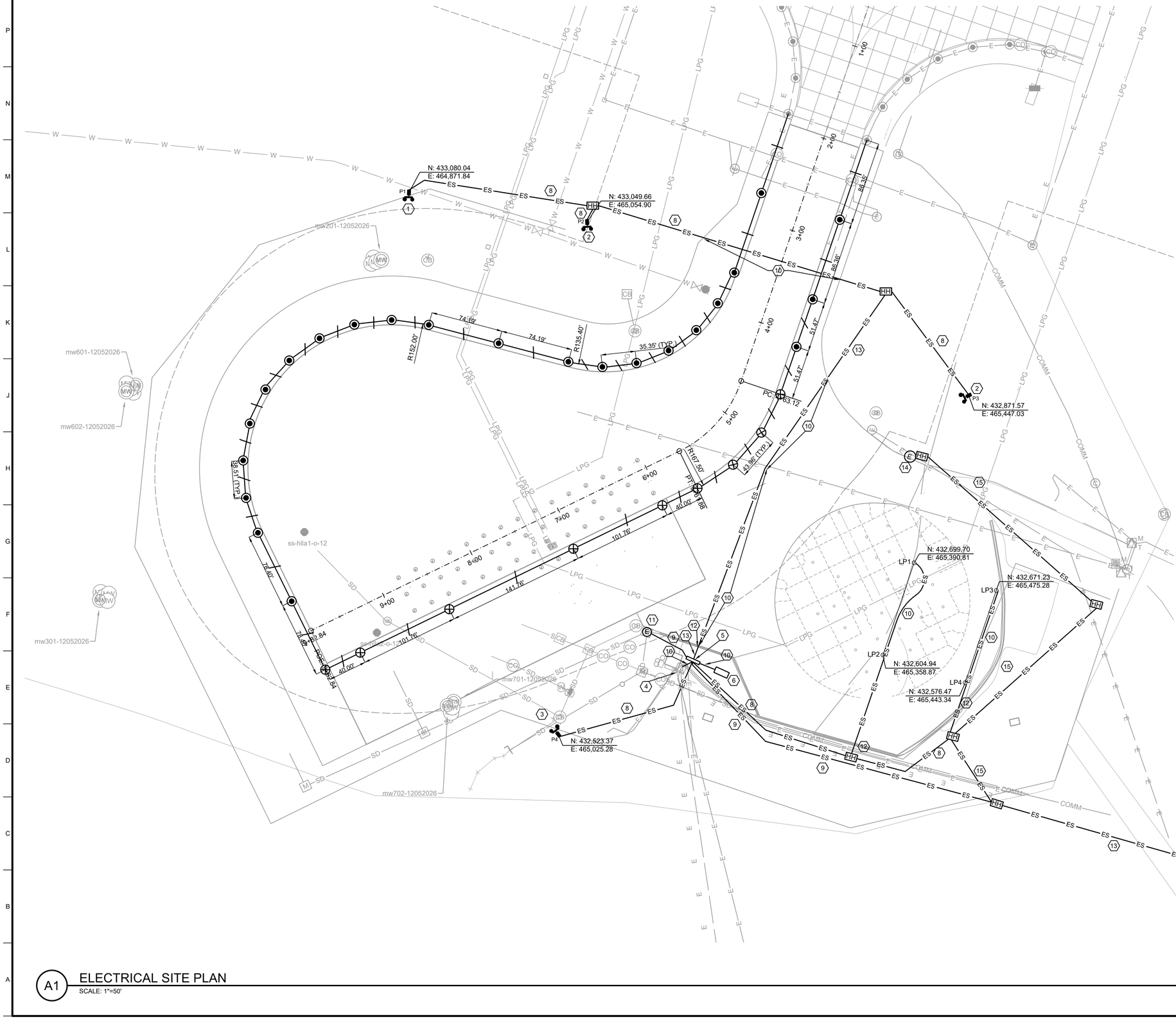

GENERAL SHEET NOTES

1. AIRFIELD LIGHTING CABLING (L-824 TYPE C) SHALL BE #8 AWG SIZE FOR 6.6 AMP SERIES CIRCUITS AND #6 AWG SIZE FOR 20 AMP SERIES CIRCUITS.
2. NOTE REMOVED.
3. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS. ⚠1
4. SEE SHEETS ES506 FOR AIMING AND ORIENTATION INFORMATION FOR EACH FIXTURE.
5. WHERE CONDUIT RUNS UNDERNEATH PAVEMENT, CONCRETE DUCT SHALL BE PROVIDED.

SHEET KEYNOTES

1. HIGH MAST LIGHT POLE TYPE #1, 55' POLE PER LIGHTING DESIGN. SEE SS501.
2. HIGH MAST LIGHT POLE TYPE #2, 70' POLE PER LIGHTING DESIGN. SEE SS501.
3. HIGH MAST LIGHT POLE TYPE #3, 60' POLE PER LIGHTING DESIGN. SEE SS501.
4. EXISTING TRANSFORMER TO SERVE HIGH MAST FLOOD LIGHTS. SEE ES507 FOR ADDITIONAL INFORMATION.
5. NEW STRUT-MOUNTED ELECTRICAL DISTRIBUTION PANELBOARD AS SHOWN ON DETAILS ON ES507.
6. NEW GENERATOR WITH INTEGRAL DAY TANK. SEE ONE LINE DIAGRAM AND OTHER INFORMATION ON ES507. BOLLARDS TO BE PROVIDED AS SHOWN ON THE CIVIL DETAIL SHEETS. SEE SPECIFICATIONS FOR TANK REQUIREMENTS.
7. EXISTING PANEL PP-1, CONNECT NEW CABLING TO PANEL PP-1 FROM NEW STRUT MOUNTED PANEL XDP1. ONE LINE SHOWN ON ES507.
8. 2SY CONDUIT. SEE ES503.
9. 1SY CONDUIT. SEE ES503.
10. 2S CONDUIT. SEE ES503.
11. MANHOLE IMMERSION HEATER SHALL BE INSTALLED WITHIN MANHOLE NOTED. SEE CIVIL SHEETS FOR MORE INFORMATION.
12. DIRECTIONAL BORE UNDERNEATH EXISTING DRAIN TRENCH. SEE ES503.
13. 3SY CONDUIT. SEE ES503.
14. NEW NEMA 4 JUNCTION BOX MOUNTED NEAR ACCESS GATE FOR FUTURE SECURITY SYSTEM.
15. PROVIDE (2) 2" DIRECT BURY, EMPTY CONDUITS FOR FUTURE SECURITY SYSTEM.
16. NEW NEMA 4 JUNCTION BOXMOUNTED NEAR PANEL PP-1 FOR FUTURE SECURITY SYSTEM.

LEGEND

- ELEVATED MEDIUM INTENSITY TAXIWAY EDGE LIGHT SHALL MEET FAA AC 150/5345-46, TYPE L-861T. SEE NOTE 2 THIS SHEET.
- IN-PAVEMENT MEDIUM INTENSITY TAXIWAY EDGE LIGHT SHALL MEET FAA AC 150/5345-46, TYPE L-852T. SEE NOTE 2 THIS SHEET.
- EXISTING CONDUIT TO BE PROTECTED IN PLACE.
- NEW AIRFIELD LIGHTING CIRCUIT IN CONCRETE ENCASED CONDUIT. 2S CONDUIT SEE DETAILS ON SHEET ES503. TICK MARKS INDICATE NUMBER OF CABLES IN DUCTBANK. ONE CIRCUIT PER CONDUIT ONLY.
- ES — NEW DIRECT BURIED CONDUIT FOR HIGH MAST LIGHT AND OTHER ELECTRICAL CIRCUITS. SEE KEYED NOTES 8, 9, 10, AND 13, AND DETAILS ON SHEET ES503.
- HH — NEW ELECTRICAL HANDHOLE. SEE DETAILS ON ES501.
- P# — HIGH MAST POLE LIGHTING. SEE DETAIL SHEETS ES502 AND ES507 FOR MORE INFORMATION.
- LP# — LP# — OVERHEAD CATENARY LIGHTNING PROTECTION. SEE SHEET ES508 FOR DETAILS.
- (E) — ELECTRICAL EQUIPMENT CONNECTION. SEE KEYED NOTES.

NORTH

50 0 50 100
SCALE IN FEET

A1 ELECTRICAL SITE PLAN
SCALE: 1"=50'

US Army Corps of Engineers®

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1	AM #0001 - GENERAL REVISIONS	JUN 2026

DESIGNED BY:	K. PAVLIK
DRAWN BY:	K. PAVLIK
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