US Army Corps of Engineers®
NEW YORK DISTRICT

US Army Corps of Engineers®
OMAHA DISTRICT

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

SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
ISSUE DATE: MAY 2026

THIS PROJECT WAS DESIGNED BY THE OMAHA DISTRICT OF THE US ARMY CORPS OF ENGINEERS. THE INITIALS OR SIGNATURES AND REGISTRATION DESIGNATIONS OF INDIVIDUALS APPEAR ON THESE PROJECT DOCUMENTS WITHIN THE SCOPE OF THEIR EMPLOYMENT AS REQUIRED BY ER 1110-1-8152

SIGNATURES AFFIXED BELOW INDICATE OFFICIAL RECOMMENDATION AND APPROVAL OF DRAWINGS IN THIS SET.

DAVENPORT.WILLIAM.C.1403662271 Digitally signed by DAVENPORT.WILLIAM.C.1403662271 Date: 2026.05.18 10:29:43 -05'00' CHIEF, DESIGN BRANCH	SUBMITTED BY: HALL.KLAIDAS.G.1364900658 Digitally signed by HALL.KLAIDAS.G.1364900658 Date: 2026.05.18 10:55:22 -05'00' CHIEF: GEOTECHNICAL ENG. SECTION	P.E.
	SUBMITTED BY: DENNING.SEAN.A.1367418750 Digitally signed by DENNING.SEAN.A.1367418750 Date: 2026.05.18 10:54:11 -05'00' CHIEF: STRUCTURAL SECTION	P.E.
FLERE.BRYAN.P.1252332142 Digitally signed by FLERE.BRYAN.P.1252332142 Date: 2026.05.18 11:04:41 -05'00' CHIEF, GEOTECH BRANCH	SUBMITTED BY: MUELLER.KENNETH.JAMES.1.5360 Digitally signed by MUELLER.KENNETH.JAMES.1.5360 Date: 2026.05.18 09:48:29 -05'00' CHIEF: SITE/CIVIL SECTION	P.E.
	SUBMITTED BY: LINDGREN.SCOTT.A.1384736048 Digitally signed by LINDGREN.SCOTT.A.1384736048 Date: 2026.05.18 10:38:59 -05'00' CHIEF: ELECTRICAL SECTION	P.E.
	SUBMITTED BY: CHIEF:	
	SUBMITTED BY: CHIEF:	
BENSON.JOHN.MICHAEL.1123224406 27-May-2026 CHIEF, ENGINEERING DIVISION, P.E.	SUBMITTED BY: CHIEF:	
	SUBMITTED BY: GOLIBER.BRIAN.M.1394[illegible] Digitally signed by GOLIBER.BRIAN.M.1394[illegible] Date: 2026.05.18 11:03:31 -05'00' TECHNICAL LEAD:	

US Army Corps of Engineers
Omaha District

US Army Corps of Engineers®

MARK	DESCRIPTION	DATE

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

U.S.ARMY CORPS OF ENGINEERS
OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA, NEBRASKA 68102

DESIGNED BY: B. GOLIBER
DRAWN BY: B. GOLIBER
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SUBMITTED BY: B. FLERE
SIZE: ANSI D
FILE NAME: NJ05_G-001.dwg
ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05

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

COVER SHEET

SHEET ID
G-001

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STRUCTURAL		
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ABBREVIATIONS

L	ANGLE			FP	FIREPROOF	LMST	LIMESTONE	POL	POLISHED	SYMM	SYMMETRICAL
A/C	AIR CONDITIONING	CS	CAST STONE	FPM	FEET PER MINUTE	LNTL	LINTEL	PORC	PORCELAIN	SYNTH	SYNTHETIC
A/C UNIT	AIR CONDITIONING UNIT	CSK	COUNTERSUNK	FR	FIRE RESISTANT	LONG	LONGITUDINAL	PORT	PORTABLE	SYS	SYSTEM
ABC	AGGREGATE BASE COURSE	CSMT	CASEMENT	FR	FRAME	LP	LIGHTPROOF	PPGL	POLISHED PLATE GLASS	T	TREAD
ABV	ABOVE	CT	CERAMIC TILE	FRG	FORGED	LPD	LIGHTPROOF DOOR	PPM	PARTS PER MILLION	TAN	TANGENT
AC	ALTERNATING CURRENT	CT	CURRENT TRANSFORMER	FRMG	FRAMING	LPL	LIGHTPROOF LOUVER	PR	PAIR	TB	TOWEL BAR
ACC	ASPHALT CEMENT CONCRETE	CTB	CEMENT TREATED BASE COURSE			LPT	LOW POINT	PREFAB	PREFABRICATE(D)	TC	TERRA COTTA
ACI	AMERICAN CONCRETE INSTITUTE	C TO C	CENTER TO CENTER	FRT	FIRE-RETARDANT	LR	LIVING ROOM	PREFIN	PREFINISHED	TEL	TELEPHONE
ACR	ACRYLIC PLASTIC	CTR	CENTER	FS	FULL SIZE	LS	LAWN SPRINKLER	PREFMD	PREFORMED	TEMP	TEMPERATURE
ACS DR	ACCESS DOOR	CU	CONDENSING UNIT	FSTNR	FASTEN(ER)	LT	LIGHT	PRKG	PARKING	TEMP	TEMPORARY
ACS PNL	ACCESS PANEL	Cu	COPPER	FT	FEET	LT WT	LIGHTWEIGHT	PROJ	PROJECT	TER	TERRAZZO
ACSR	ALUMINUM CABLE STEEL REINFORCED	CU FT	CUBIC FEET	FTG	FOOTING	LTG	LIGHTING	PRV	PRESSURE-REGULATING VALVE	TERM	TERMINAL
ACST	ACOUSTIC	CUH	CABINET UNIT HEATER	FURG	FURRING			PS	PIPE SPACE	T&G	TONGUE AND GROOVE
ACT	ACOUSTICAL CEILING TILE	CU YD	CUBIC YARDS	FUT	FUTURE	LTNG	LIGHTNING	P.S.	PRESSED STEEL	TGL	TOGGLE
ADDM	ADDENDUM	CV	CEILING VENT	FW	FIRE WATER	LVR	LOUVER	PS CONC	PRESTRESSED CONCRETE	TH	TRUSS HEAD
ADH	ADHESIVE	CVH	CONDUCTIVE VINYL HOMOGENEOUS (SHEET	FWC	FABRIC WALL COVERING	LWC	LIGHTWEIGHT CONCRETE			THK	THICK(NESS)
ADJ	ADJACENT, ADJOINING, ADJUSTABLE	TYPE)		G	NATURAL GAS	LWT	LEAVING WATER TEMPERATURE	PSF	POUNDS PER SQUARE FOOT		
ADO	AUTOMATIC DOOR OPERATOR	CW	COLD WATER	GA	GAGE	m	METER(S)	PSI	POUNDS PER SQUARE INCH	THRES	THRESHOLD
AFF	ABOVE FINISHED FLOOR	CYL	CYLINDER	GAL	GALLON(S)	M&B	MATCHED AND BEADED	PT	PNEUMATIC TUBE	TK BD	TACKBOARD
AGGR	AGGREGATE	d	PENNY (AS IN NAIL - 10D)	GALV	GALVANIZED	MACH	MACHINE	PT.	POINT	TKS	TACKSTRIP
AHR	ANCHOR	DAT	DATUM	GALV STL	GALVANIZED STEEL	MAS	MASONRY	PT CONC	POST-TENSIONED CONCRETE	TO	TOP OF
AHU	AIR HANDLING UNIT	DB	DRY BULB	GB	GRAB BAR	MATL	MATERIAL(S)	PTD	PAPER TOWEL DISPENSER	TOL	TOLERANCE
AI	AREA INLET	DBL	DOUBLE	GC	GENERAL CONTRACTOR	MAX	MAXIMUM	PTN	PARTITION	TOPO	TOPOGRAPHY
AIC	AMPERE INTERRUPTING CAPACITY	DBL ACT DR	DOUBLE ACTING DOOR	GEN	GENERAL	MB	MACHINE BOLTS	PTR	PAPER TOWEL RECEPTACLE	TOS	TOP OF SLAB
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION	DCJ	DOWELED CONTROL JOINT	GF	GROUND FACE	MBR	MEMBER	PV	PAVED	TOS	TOP OF STEEL
A.L.	ACTIVE LEAF	DCJT	DUMMY CONTROL JOINT	GFCI	GROUND FAULT CIRCUIT INTERRUPTER	MC	MEDICINE CABINET	PVC	POLYVINYL CHLORIDE	TOW	TOP OF WALL
ALT	ALTERNATE	DEG	DEGREE	GFE	GOVERNMENT-FURNISHED EQUIPMENT	MCJ	MASONRY CONTROL JOINT	PVG	PAVING	TPD	TOILET PAPER DISPENSER
ALUM	ALUMINUM	DEMO	DEMOLITION	GFE/CI	GOVERNMENT-FURNISHED EQUIPMENT	MCO	METAL-CASED OPENING	PW	PASS WINDOW	TPTN	TOILET PARTITION
AMB	AMBIENT	DEPR	DEPRESSION	CONTRACTOR INSTALLED		MDS	METAL DIVIDER STRIP	QT	QUARRY TILE	TRANS	TRANSOM
AMP	AMPERE	DEPT	DEPARTMENT	GI	GALVANIZED IRON	MECH	MECHANICAL	QT.	QUART	TRANS	TRANSVERSE
ANOD	ANODIZE	DET	DETAIL	GIP	GALVANIZED IRON PIPE	MECH RM	MECHANICAL ROOM	QTR	QUARTER	TSTAT	THERMOSTAT
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE	DF	DRINKING FOUNTAIN	GKT	GASKET(ED)	MED	MEDIUM	1/4 RND	QUARTER ROUND	TV	TELEVISION
APPD	APPROVED	DH	DOUBLE HUNG	GL	GLASS	MEMB	MEMBRANE	QTY	QUANTITY	TYP	TYPICAL
APPROX	APPROXIMATE	DH	DUCT HEATER	GL BLK	GLASS BLOCK	MES	METAL EDGE STRIP	R	RADIUS	UC	UNIT COOLER
ARCH	ARCHITECT	DIA	DIAMETER	GLF	GLASS FIBER	MFD	METAL FLOOR DECKING	R	RANGE	UGND	UNDERGROUND
ARI	AMERICAN REFRIGERATION INSTITUTE	DIAG	DIAGONAL	GLZ	GLAZING	MFG	MANUFACTURING	R	RISER	UH	UNIT HEATER
ASB	ASBESTOS	DIM	DIMENSION	GLZ CMU	GLAZED CONCRETE MASONRY UNITS	MFR	MANUFACTURER	RA	RETURN AIR	UL	UNDERWRITERS LABORATORIES
ASC	ABOVE SUSPENDED CEILING	DISC	DISCONNECT	G	GROUND	MG	MOTOR GENERATOR	RAB	RABBETED	UNEX	UNEXCAVATED
ASPH	ASPHALT	DISP	DISPENSER	GOV	GOVERNMENT OPERATED VEHICLE	MGT	MATTE-GLAZED TILE	RA GR	RETURN AIR GRILLE	UNFIN	UNFINISHED
ATC	ACOUSTICAL TILE CEILING	DISTR PNL	DISTRIBUTION PANEL	GOVT	GOVERNMENT	MH	MANHOLE	RAR	RETURN AIR REGISTER	UPS	UNINTERRUPTABLE POWER SUPPLY
AUTO	AUTOMATIC	DIV	DIVISION	GPM	GALLONS PER MINUTE	MI	MALLEABLE IRON	RB	RUBBER BASE, RESILIENT BASE	UR	URINAL
AVG	AVERAGE	DL	DEAD LOAD	GPT	GYPSUM TILE	MIN	MINIMUM	RBL	RUBBLE STONE	UTIL	UTILITY
AWG	AMERICAN WIRE GAUGE	DMPF	DAMPPROOFING	GRAN	GRANITE	MIRR	MIRROR	RBR	RUBBER	UV	UNIT VENTILATOR
AWT	ACOUSTICAL WALL TREATMENT	DMPR	DAMPER	GR LN	GRADE LINE	MISC	MISCELLANEOUS	RC	REMOTE CONTROL	V	VOLT
BB	BULLETIN BOARD	DMT	DEMOUNTABLE	GRTG	GRATING	ML	METAL LATH	RCP	REINFORCED CONCRETE PIPE	VAR	VARNISH
BC	BOOKCASE	DN	DOWN	GSE	GOVERNMENT SUPPORT EQUIPMENT	ML	MONOLITHIC	RCVR	RECEIVER	VB	VINYL BASE
BD	BOARD	DOR	DESIGNER OF RECORD	GST	GLAZED STRUCTURAL TILE	MLDG	MOULDING	RD	ROOF DRAIN	VCT	VINYL COMPOSITION TILE
BDRY	BOUNDARY	DR	DOOR	GSU	GLAZED STRUCTURAL UNITS	MLWK	MILLWORK	RDG INS	RIGID INSULATION	VCT	VITRIFIED CLAY TILE
BEJ	BRICK EXPANSION JOINT	DR	DRAIN	GT	GROUT	mm	MILLIMETER(S)	RECPT	RECEPTACLE	VD	VAULT DOOR
BEV	BEVEL	DRB	DRAINBOARD	GWT	GLAZED WALL TILE	MNIC	MATERIAL NOT IN CONTRACT (INSTALLATION BY	REC ROOM	RECREATION ROOM	VENT	VENTILATOR(TION)
BITUM	BITUMINOUS	DR CL	DOOR CLOSER	GYP	GYPSUM	CONTRACTOR)		RECT	RECTIFIER	VERT	VERTICAL
BJT	BED JOINT	DS	DOUBLE STRENGTH (GLASS)	GYP BD	GYPSUM BOARD	MO	MASONRY OPENING	REF	REFERENCE	VEST	VESTIBULE
BL	BUILDING LINE	DS	DOWNSPOUT	GYP PLAS	GYPSUM PLASTER	MOD	MODULAR	REFL	REFLECT	VF	VINYL FABRIC
BLDG	BUILDING	DT	DRAIN TILE	HB	HOSE BIBB	MOD.	MODIFIED	REFR	REFRIGERATION	VG	VERTICAL GRAIN
BLW	BELOW	DVTL	DOVETAIL	HC	HOLLOW CORE	MOT	MOTOR	REG	REGISTER	VH	VINYL HOMOGENEOUS
BM	BENCHMARK	DWG	DRAWING	HCD	HALON CONTAINMENT DAMPER	MP	MOVABLE PARTITION	REG	REGLET	VJ	V-JOINT(ED)
BO	BOTTOM OF	DWLS	DOWELS	HCLA	HAZARDOUS CARGO LOADING AREA	MR	MOP RECEPTOR	REINF	REINFORCE	VNR	VENEER
BOT	BOTTOM	DWR	DRAWER	HCP	HANDICAPPED	MRB	MARBLE BASE	REM	REMOVE(ABLE)	VOL	VOLUME
BP	BACK PLASTER(ED)	DWTR	DUMBWAITER	HD	HEAD	MRD	METAL ROOF DECKING	REQD	REQUIRED	VR	VAPOR RETARDER
BRCG	BRACING	DX	DIRECT EXPANSION	HD	HEAVY DUTY	MS	MACHINE SCREWS	RESIL	RESILIENT	VRM	VERMICULITE
BRDG	BRIDGING	E	EAST	HDBD	HARDBOARD	MT	METAL THRESHOLD	RET	RETURN	VS	VENT STACK
BRG	BEARING	EA	EACH	HD JT	HEAD JOINT	MT	MOUNT	REV	REVISION	V.T.	VOLTAGE TRANSFORMER
BRG PL	BEARING PLATE	EAT	ENTERING AIR TEMPERATURE	HDR	HEADER	MTD	MOUNTED	RFG	ROOFING	VTR	VENT THRU ROOF
BRK	BRICK	EF	EACH FACE	HDW	HARDWARE	MTFR	METAL FURRING	RH	RELATIVE HUMIDITY	VWC	VINYL WALL COVERING
BRKT	BRACKET	EJ	EXPANSION JOINT	HDWD	HARDWOOD	MTL	METAL	RH	RIGHT HAND	W	WEST
BRZ	BRONZE	EL	ELEVATION - GRADE OR BUILDING	HES	HIGH EARLY-STRENGTH CEMENT	MVBL	MOVABLE	RH	ROOF HATCH	W/	WITH
BS	BOTH SIDES	ELEC	ELECTRIC	HEX	HEXAGON	MULL	MULLION	RK	RACK	WB	WET BULB
BSMT	BASEMENT	EM	EXPANDED METAL	HH	HANDHOLE	N	NORTH	RLG	RAILING	WBL	WOOD BLOCKING
Btu	BRITISH THERMAL UNIT	EMD	ESTIMATED MAXIMUM DEMAND	HK	HOOK(S)	NAT	NATURAL	RM	ROOM	WC	WATER CLOSET
BtuH	BTU PER HOUR	EMER	EMERGENCY	HM	HOLLOW METAL	NC	NORMALLY CLOSED	RND	ROUND	W/C	WHEELCHAIR
BTWN	BETWEEN	ENCL	ENCLOSE(URE)	HNDRL	HANDRAIL	NEC	NATIONAL ELECTRICAL CODE	RO	ROUGH OPENING	WCO	WOOD-CASED OPENING
BUR	BUILT-UP ROOFING	ENTR	ENTRANCE, ENTERING	HORIZ	HORIZONTAL	NEMA	NATIONAL ELECTRICAL MANUFACTURERS	ROW	RIGHT OF WAY	WD	WOOD
BW	BOTH WAYS	EP	ELECTRICAL PANELBOARD	HP	HIGH PRESSURE	ASSOCIATION		RP	RETRACTABLE PARTITION	WD	WOOD DOOR
CAB	CABINET	EPRF	EXPLOSION PROOF	HP	HORSEPOWER	NFPA	NATIONAL FIRE PROTECTION ASSOCIATION	RPM	REVOLUTIONS PER MINUTE	WDSP	WASTE DISPOSER
CAP	CAPACITY	EPY	EPOXY COATING	HPT	HIGH POINT	Ni	NICKEL	RPRT	RAISED PATTERN RUBBER TILE	WDW	WINDOW
CB	CATCH BASIN	EQ	EQUAL	HR	HOUR	NIC	NOT IN CONTRACT	RTF	RUBBER TILE FLOOR	WF	WIDE FLANGE
CCT	CUBICLE CURTAIN TRACK	EQUIP	EQUIPMENT	HS	HIGH STRENGTH	NL	NAILABLE	RVS	REVERSE	WGL	WIRED GLASS
CCTV	CLOSED CIRCUIT TELEVISION	ERP	ENVIRONMENTAL RESTORATION PROGRAM SITE	HSGYP	HIGH-STRENGTH GYPSUM PLASTER	N.L.	NEOPRENE LATEX	RVT	RIVET	WH	WALL HUNG
CE	COVER ELEVATION	ESCAL	ESCALATOR	HSKPG	HOUSEKEEPING	NM	NONMETALLIC	RWC	RAINWATER CONDUCTOR	WH	WATER HEATER
CEM	CEMENT	EST	ESTIMATE(D)	HT	HEIGHT	NO	NORMALLY OPEN	S	SOUTH	WHB	WHEEL BUMPER
CEM PLAS	CEMENT PLASTER	EWC	ELECTRIC WATER COOLER	HTG	HEATING	NO	NUMBER	SA	SUPPLY AIR	WHM	WATT-HOUR METER
CER	CERAMIC	EWT	ENTERING WATER TEMPERATURE	HTR	HEATER	NOM	NOMINAL	SB	SPLASH BLOCK	WI	WROUGHT IRON
CFI	CONDUCTIVE FLOORING	EXC	EXCAVATE	HVAC	HEATING, VENTILATING AND AIR CONDITIONING	NR	NOISE REDUCTION	S.B.	SECURITY BARS	WKSH	WORK SHOP
CFLG	COUNTERFLASHING	EXH	EXHAUST	HYDR	HYDRAULIC	NRC	NOISE REDUCTION COEFFICIENT	SC	SOLID CORE	WM	WIRE MESH
CFM	CUBIC FEET PER MINUTE	EXH A	EXHAUST AIR	Hz	HERTZ	N'REQD	NOT REQUIRED	SCHED	SCHEDULE	W/O	WITHOUT
CG	CORNER GUARD	EXST	EXISTING	IC	INTERCOM	NTS	NOT TO SCALE	SCRN	SCREEN	WP	WATERPROOF(ING)
CH BD	CHALKBOARD	EXP	EXPANSION	ID	INSIDE DIAMETER	OA	OUTSIDE AIR	SCT	STRUCTURAL CLAY TILE	WP	WEATHERPROOF
CHFR	CHAMFER	EXP	EXPOSED	IESNA	ILLUMINATING ENGINEERING SOCIETY OF NORTH	OBSC	OBSCURE	SD	STORM DRAIN	WP	WORKING POINT
CHIM	CHIMNEY	EXP BT	EXPANSION BOLT	AMERICA		OBW	OBSERVATION WINDOW	SDI	STEEL DOOR INSTITUTE	WR	WASTE RECEPTACLE
CHK	CHECK	EXT	EXTERIOR	ILK	INTERLOCK	OC	ON CENTER	SECT	SECTION	WRB	WARDROBE
CHR PL	CHROME PLATED	F	FAHRENHEIT	IN	INCH	OCEW	ON CENTER EACH WAY	SEQ	SEQUENCE	WS	WATERSTOP
CI	CAST IRON	FA	FIRE ALARM	INCIN	INCINERATOR	OD	OUTSIDE DIAMETER	SFGL	SAFETY GLASS	W.S.	WASTE STACK
CI	CURB INLET	FA	FRESH AIR	INCL	INCLUDED	OFC	OFFICE	SFTU	STRUCTURAL FACING TILE UNIT	WSCT	WAINSCOT
CIP	CAST-IN-PLACE	FAC	FIRE APPARATUS CLOSET	INSF	INSULATING FILL	OGL	OBSCURE GLASS	SFU	STRUCTURAL FACING UNIT	WT	WEIGHT
CIRC	CIRCULAR	FAI	FRESH AIR INTAKE	INSUL	INSULATION	OH	OVERHEAD	SG	SHEET GLASS	WTH	WIDTH
CJ	CONTROL JOINT	F BRK	FIRE BRICK	INT	INTERIOR	OHMS	OVALHEAD MACHINE SCREW	SHLDR	SHOULDER	W/W	WALL TO WALL
CJ	CONSTRUCTION JOINT	FC	FOOT CANDLE	INTM	INTERMEDIATE	OHWS	OVALHEAD WOOD SCREW	SHT	SHEET	WWF	WELDED WIRE FABRIC
CKT	CIRCUIT	FC BRK	FACE BRICK	INV	INVERT	OPH	OPPOSITE HAND	SHTHG	SHEATHING	WWM	WELDED WIRE MESH
CKT BRKR	CIRCUIT BREAKER	FCG	FACING	IP	IRON PIPE	OPNG	OPENING	SHV	SHELVING	WWR	WELDED WIRE REINFORCEMENT
CL	CENTER LINE	FCJ	FLOOR CONSTRUCTION JOINT	IPS	IRON PIPE SIZE	OPP	OPPOSITE	SIM	SIMILAR	XFMR	TRANSFORMER
CLG	CEILING	FCO	FLOOR CLEANOUT	I.P.S.	INSIDE PIPE SIZE	OPQ	OPAQUE	SJI	STEEL JOIST INSTITUTE	YD	YARD
CLG HT	CEILING HEIGHT	FCU	FAN COIL UNIT	JAN CLO	JANITOR'S CLOSET	OPS	OPERATIONS	SKLT	SKYLIGHT	YD	YARD DRAIN
CLGL	CLEAR GLASS	FD	FLOOR DRAIN	J-BOX	JUNCTION BOX	OS & Y	OUTSIDE SCREW AND YOKE	SLNT	SEALANT		
CLL	CONTRACT LIMIT LINE	FDMPR	FIRE DAMPER	JCT	JUNCTION	OWGL	OBSCURE WIRED GLASS	SLV	SLEEVE		
CLO	CLOSET	FDTN	FOUNDATION	JST	JOIST	P	POLE	SM	SHEET METAL		
CLOS	CLOSURE	FE	FIRE EXTINGUISHER	JT	JOINT	PA	PUBLIC ADDRESS	SMS	SHEET METAL SCREWS		
CLR	CLEAR(ANCE)	FEB	FIRE EXTINGUISHER BRACKET	KIP	KILOPOUND (1000 POUNDS)	PAR	PARALLEL	SOV	SHUT OFF VALVE		
CLWG	CLEAR WIRED GLASS	FEC	FIRE EXTINGUISHER CABINET	KIT	KITCHEN	PB	PANIC BAR	SPC	SPACER		
cm	CENTIMETER(S)	FF	FACTORY FINISH	KOP	KNOCKOUT PANEL	PBD	PARTICLE BOARD	SPCL	SPECIAL		
CMP	CORRUGATED METAL PIPE	FGL	FIBERGLASS	KPL	KICKPLATE	PBS	PUSH BUTTON STATION	SPD	SOUNDPROOF DOOR		
CMPST	COMPOSITE	FH	FIRE HYDRANT	kV	KILOVOLTS	PC	PIECE	SPEC	SPECIFICATION		
CMU	CONCRETE MASONRY UNIT	FH	FLAT HEAD	kVA	KILOVOLT AMPERES	PCC	PORTLAND CEMENT CONCRETE	SPF	SOUNDPROOF		
CND	CONDUIT	FHC	FIRE HOSE CABINET	kVAR	KILOVOLT AMPERES REACTIVE	PCF	POUNDS PER CUBIC FOOT	SP FIN	SPECIAL FINISH		
CNL	CONDUCTIVE NEOPRENE LATEX	FHMS	FLAT HEAD MACHINE SCREW	kW	KILOWATT	PCP	CEMENT PLASTER (PORTLAND)	SPH	SPACE HEATER		
CNR	CORNER	FHR	FIRE HOSE RACK	KWY	KEYWAY	PD	PAVEMENT DRAIN	SPKR	SPEAKER		
CNTR	COUNTER	FHS	FIRE HOSE STATION	LAB	LABORATORY	PED	PEDESTAL	SQ	SQUARE		
CO	CLEANOUT	FHWS	FLAT HEAD WOOD SCREW	LAD	LADDER	PERF	PERFORATE(D)	SQHD	SQUARE HEAD		
CO2	CARBON DIOXIDE	FIG	FIGURE	LAM	LAMINATE	PERIM	PERIMETER	S&R	SHELF AND ROD		
COL	COLUMN	FIN	FINISH	LAT	LEAVING AIR TEMPERATURE	PH	PHASE	SS	SERVICE SINK		
COM	COMMON	FIN FLR	FINISH FLOOR	LAU	LAUNDRY	PHAR	PHARMACY	SS	STANDING SEAM (ROOF)		
COMB	COMBUSTION	FIXT	FIXTURE	LAV	LAVATORY	PI	POINT OF INTERSECTION	SST	STAINLESS STEEL		
COMPT	COMPARTMENT	FJT	FLUSH JOINT	LB	LAG BOLT	PIPU	PREFAB ISOLATION POWER UNIT	STA	STATION		
CONC	CONCRETE	FLASH	FLASHING	LB	POUND	PIV	POST INDICATING VALVE	STD	STANDARD		
CONN	CONNECT	FLR	FLOOR	LBL	LABEL	PL	PLATE	STG	SEATING		
CONSTR	CONSTRUCTION	FLEX	FLEXIBLE	LBR	LUMBER	PL	PROPERTY LINE	STL	STEEL		
CONT	CONTINUE	FLG	FLOORING	LC	LIGHT CONTROL	PLAM	PLASTIC LAMINATE	STOR	STORAGE		
CONTR	CONTRACTOR	FLR PL	FLOOR PLATE	LD	LOAD	PLAS	PLASTER	ST PR	STATIC PRESSURE		
CORR	CORRIDOR	FLUOR	FLUORESCENT	LDG	LOADING	PLAT	PLATFORM	STR	STRINGER		
COV	COVER	FN	FENCE	LG	LENGTH	PLBG	PLUMBING	STRUCT	STRUCTURAL		
CPRS	COMPRESSIBLE	FOC	FACE OF CONCRETE	LH	LEFT HAND(ED)	PLF	POUNDS PER LINEAR FOOT	STWY	STAIRWAY		
CPT	CARPET	FOD	FOREIGN OBJECT DEBRIS	LIN	LINEAR	PLG	PILING	SUB FL	SUBFLOOR		
CRCMF	CIRCUMFERENCE	FOF	FACE OF FINISH	LKR	LOCKER	PL GL	PLATE GLASS	SUSP	SUSPENDED		
CRES	CORROSIVE RESISTANT STEEL	FOM	FACE OF MASONRY	LL	LIVE LOAD	PLYWD	PLYWOOD	SV	SHEET VINYL		
CRG	CROSS GRAIN	FOS	FACE OF STUD	LLD	LEAD-LINED DOOR	PNL	PANEL	SW	SWITCH		
CRS	COURSE(S)	FP	FIRE PARTITION	LM	LUMEN	PT	PAINT(ED)	SWBD	SWITCHBOARD		

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ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05
FILE NAME: NJ05_G-001.dwg

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REPAIR MCGUIRE AIRFIELD HAZARDOUS
CARGO LOADING AREA - PN: PTFL141025

ABBREVIATIONS

SHEET ID
G-003

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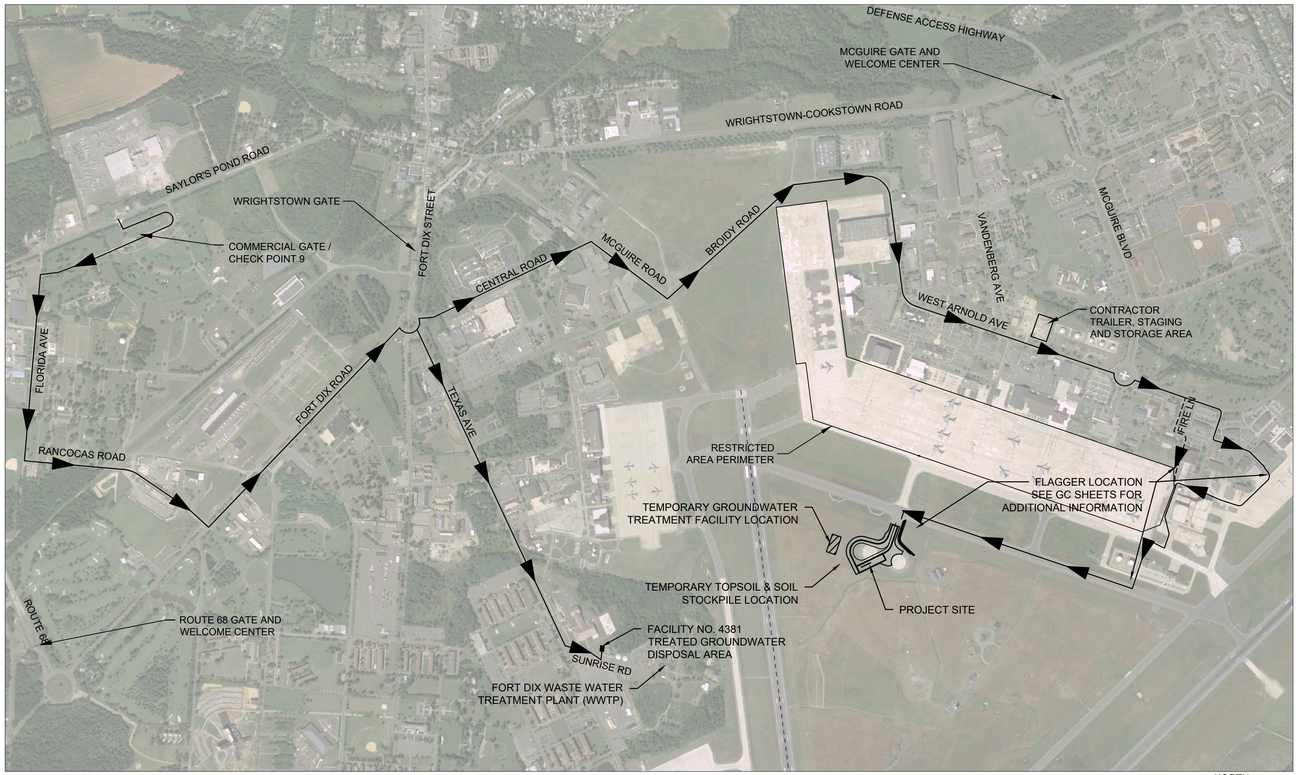

D1 LOCATION PLAN & CONTRACTOR ACCESS / HAUL ROUTE

SCALE: 1" = 1000'

A6 VICINITY MAP

NO SCALE

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LOCATION PLAN AND VICINITY MAP

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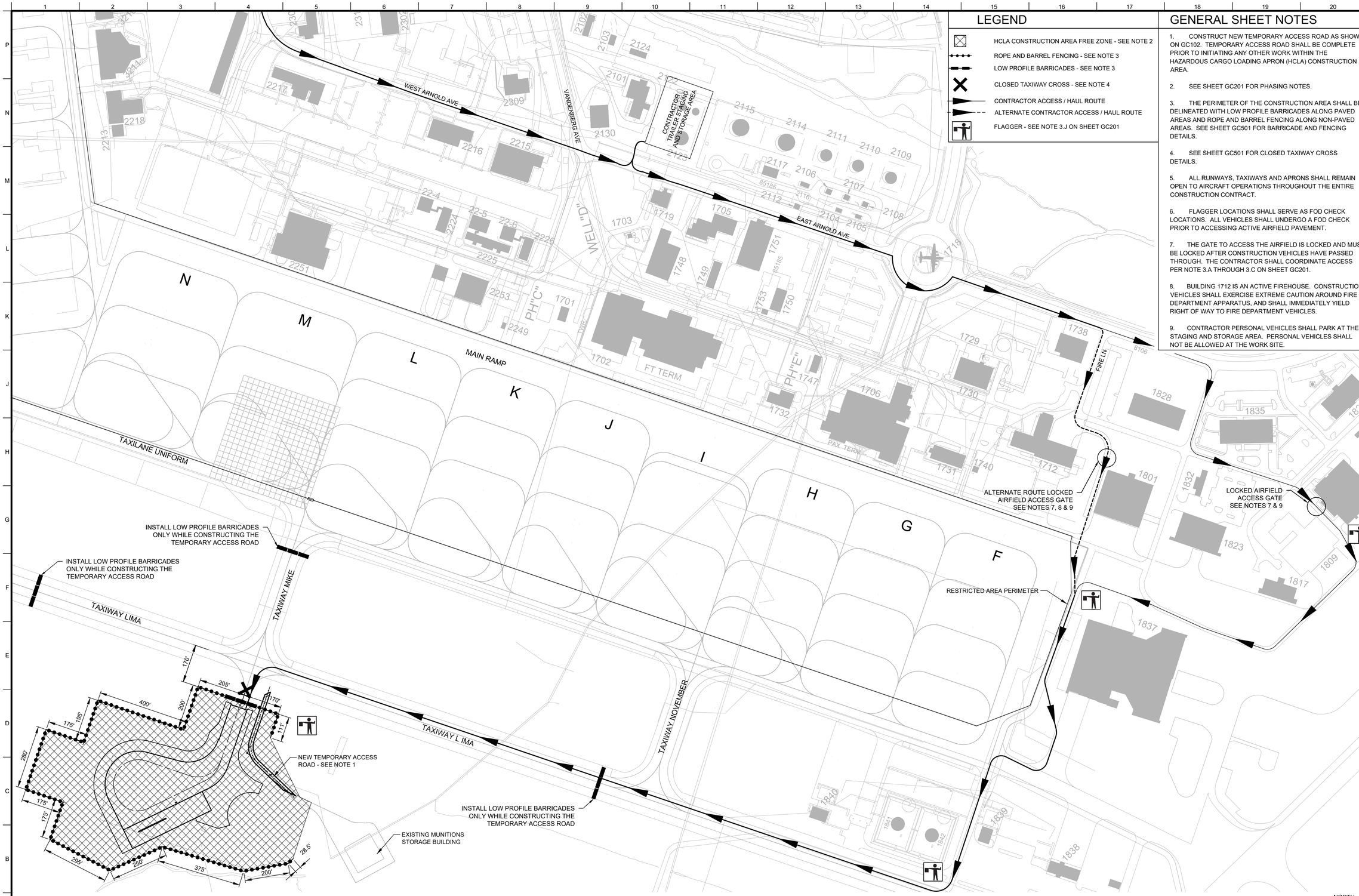

A1 PHASING PLAN
SCALE: 1"=200'

LEGEND

- HCLA CONSTRUCTION AREA FREE ZONE - SEE NOTE 2
- ROPE AND BARREL FENCING - SEE NOTE 3
- LOW PROFILE BARRICADES - SEE NOTE 3
- CLOSED TAXIWAY CROSS - SEE NOTE 4
- CONTRACTOR ACCESS / HAUL ROUTE
- ALTERNATE CONTRACTOR ACCESS / HAUL ROUTE
- FLAGGER - SEE NOTE 3.J ON SHEET GC201

GENERAL SHEET NOTES

1. CONSTRUCT NEW TEMPORARY ACCESS ROAD AS SHOWN ON GC102. TEMPORARY ACCESS ROAD SHALL BE COMPLETE PRIOR TO INITIATING ANY OTHER WORK WITHIN THE HAZARDOUS CARGO LOADING APRON (HCLA) CONSTRUCTION AREA.
2. SEE SHEET GC201 FOR PHASING NOTES.
3. THE PERIMETER OF THE CONSTRUCTION AREA SHALL BE DELINEATED WITH LOW PROFILE BARRICADES ALONG PAVED AREAS AND ROPE AND BARREL FENCING ALONG NON-PAVED AREAS. SEE SHEET GC501 FOR BARRICADE AND FENCING DETAILS.
4. SEE SHEET GC501 FOR CLOSED TAXIWAY CROSS DETAILS.
5. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL REMAIN OPEN TO AIRCRAFT OPERATIONS THROUGHOUT THE ENTIRE CONSTRUCTION CONTRACT.
6. FLAGGER LOCATIONS SHALL SERVE AS FOD CHECK LOCATIONS. ALL VEHICLES SHALL UNDERGO A FOD CHECK PRIOR TO ACCESSING ACTIVE AIRFIELD PAVEMENT.
7. THE GATE TO ACCESS THE AIRFIELD IS LOCKED AND MUST BE LOCKED AFTER CONSTRUCTION VEHICLES HAVE PASSED THROUGH. THE CONTRACTOR SHALL COORDINATE ACCESS PER NOTE 3.A THROUGH 3.C ON SHEET GC201.
8. BUILDING 1712 IS AN ACTIVE FIREHOUSE. CONSTRUCTION VEHICLES SHALL EXERCISE EXTREME CAUTION AROUND FIRE DEPARTMENT APPARATUS, AND SHALL IMMEDIATELY YIELD RIGHT OF WAY TO FIRE DEPARTMENT VEHICLES.
9. CONTRACTOR PERSONAL VEHICLES SHALL PARK AT THE STAGING AND STORAGE AREA. PERSONAL VEHICLES SHALL NOT BE ALLOWED AT THE WORK SITE.

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CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05
FILE NAME: NJ05_GC101.dwg
SIZE: ANSI D

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PHASING PLAN

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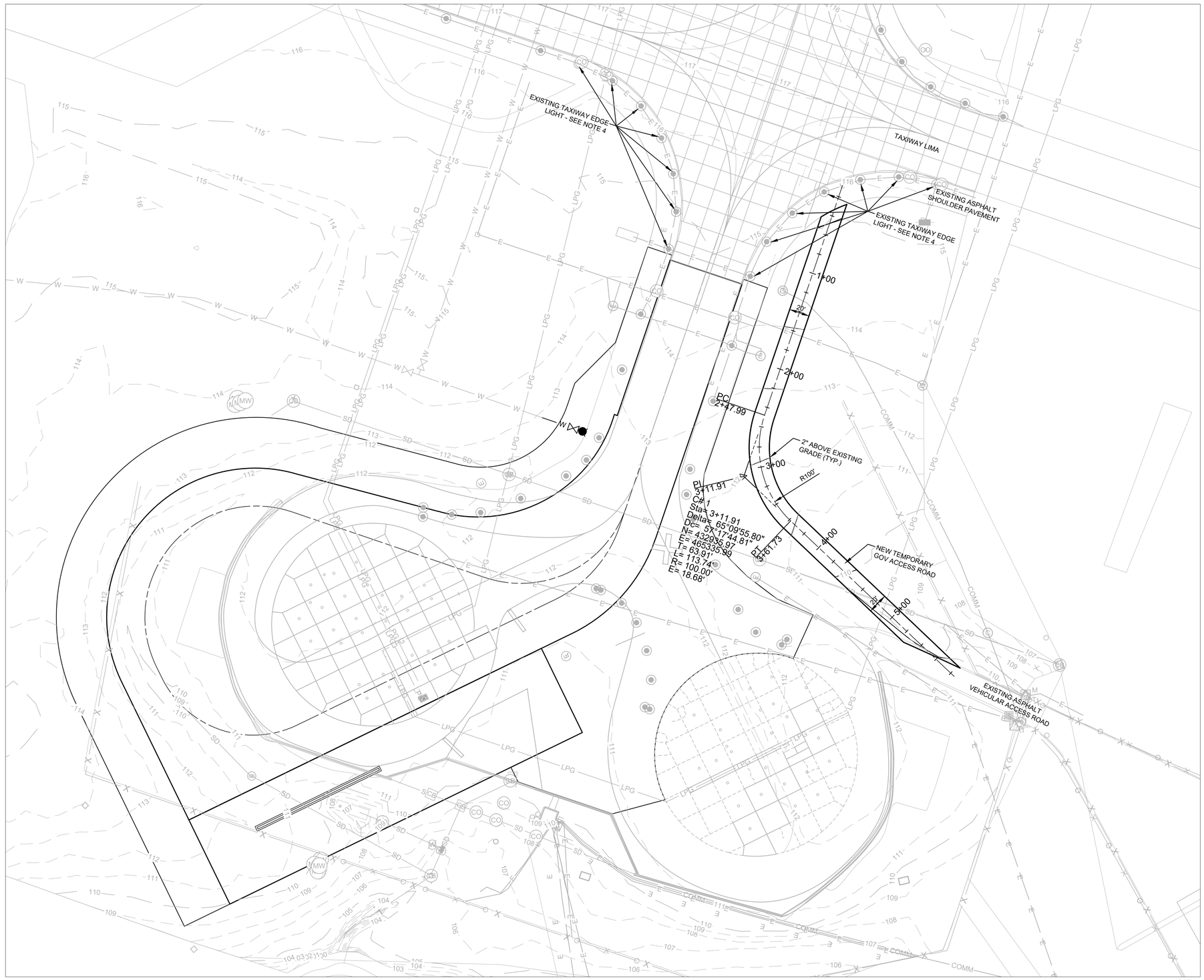


A1 TEMPORARY ACCESS ROAD PLAN

SCALE: 1"=50'

GENERAL SHEET NOTES

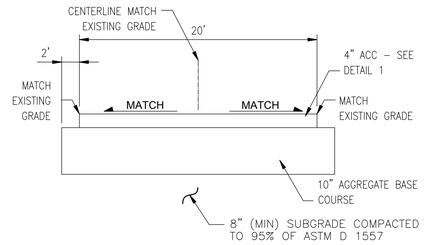
1. CONSTRUCT NEW TEMPORARY GOV ACCESS ROAD AS SHOWN PRIOR TO BEGINNING ANY OTHER WORK WITHIN THE HAZARDOUS CARGO LOADING APRON (HCLA) CONSTRUCTION AREA. CONSTRUCT THE TEMPORARY ACCESS ROAD OVER 1 WEEKEND, DURING NON-OPERATIONAL HOURS. COORDINATE THE CONSTRUCTION OF THE TEMPORARY ACCESS ROAD WITH THE AIRFIELD MANAGER, THROUGH THE CONTRACTING OFFICER TO LIMIT OPERATION IMPACTS TO THE AIR FORCE. THE ACCESS ROAD IS FOR GOVERNMENT PERSONNEL ACCESSING THE MUNITIONS STORAGE AREA. THE GOV ACCESS SHALL NOT BE UTILIZED BY CONSTRUCTION EQUIPMENT OR VEHICLES.

2. THE CONTRACTOR SHALL KEEP THE TEMPORARY ACCESS ROAD FREE OF DIRT AND DEBRIS AT ALL TIMES DURING CONSTRUCTION. CONTRACTOR SHALL SWEEP THE ACCESS ROAD AS NECESSARY TO PREVENT VEHICLES FROM TRAFFICKING DIRT AND FOD ONTO TAXIWAY LIMA.

3. AT THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL REMOVE THE TEMPORARY ACCESS ROAD AND GRADE THE AREA AS SHOWN ON SHEET CG101. ALL AREAS DISTURBED SHALL BE TOPSOILED WITH 4" OF TOPSOIL AND SEEDED.

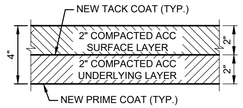
4. REMOVE THE EXISTING TAXIWAY EDGE LIGHT FIXTURES (7 EDGE LIGHTS EACH SIDE OF THE HCLA ENTRANCE TAXIWAY) ALONG THE CURVE LEADING TO THE HAZARDOUS CARGO LOADING APRON AND STORE IN A SAFE LOCATION TO REINSTALL AT THE COMPLETION OF THE PROJECT. INSTALL A BLANK PLATE ON THE CANS. REPLACE THE LIGHTS AT THE COMPLETION OF CONSTRUCTION. ANY DAMAGED LIGHT FIXTURES SHALL BE REPLACED BY THE CONTRACTOR AT THEIR OWN EXPENSE.

5. CONTRACTOR SHALL VERIFY EXACT DEPTH AND LOCATION OF ALL UTILITIES TO REMAIN. EXISTING UTILITIES TO REMAIN SHALL BE SUPPORTED IN PLACE AND PROTECTED FROM DAMAGE DUE TO THE CONTRACTOR'S OPERATIONS. ALL EXISTING UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED, TO THE SATISFACTION OF THE CONTRACTING OFFICER, BY THE CONTRACTOR AT HIS OWN EXPENSE.



TEMPORARY GOV ACCESS ROAD PAVEMENT

NO SCALE



DETAIL 1

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CONTRACT NO.:	+XXXXXX-XX-X-XXXX
SPEC CODE:	NJ05
FILE NAME:	NJ05_GC101.dwg

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REPAIR MCGUIRE AIRFIELD HAZARDOUS
CARGO LOADING AREA - PN: PITFL141025

TEMPORARY ACCESS ROAD PLAN

SHEET ID

GC102

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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.

D. ALL WORK WITHIN THE CONSTRUCTION FREE ZONE MUST BE COMPLETED BY15 NOVEMBER.

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.

US Army Corps of Engineers®

MARK	DESCRIPTION	DATE

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:
B. FLEREK	NJ05
SIZE: ANSI D	FILE NAME: NJ05_GC201.dwg

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PHASING NOTES

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LOW PROFILE BARRICADE NOTES:

1. LOW PROFILE BARRICADES SHALL BE ANCHORED OR OF SUFFICIENT WEIGHT TO PREVENT OVERTURNING DUE TO HIGH WINDS AND JET ENGINE BLAST.

2. BARRICADES SHALL COMPLY WITH THE REQUIREMENTS OF FAA ADVISORY CIRCULAR 150/5370-2E AND UFC 3-260-04.

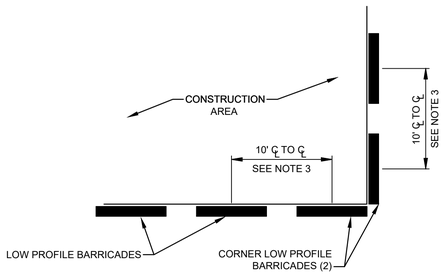
3. LOW PROFILE BARRICADES SHALL BE SPACED AT A MAXIMUM OF 10 FOOT INTERVALS AT LOCATIONS INDICATED.

4. FLASHING RED LIGHTS SHALL HAVE AT LEAST 5 CANDELAS EFFECTIVE INTENSITY AND FLASH AT A RATE OF 55 TO 160 FLASHES PER MINUTE.

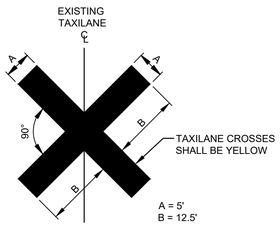
5. THE CONTRACTOR SHALL HAVE A PERSON AVAILABLE 24-HOURS A DAY FOR EMERGENCY MAINTENANCE OF LOW PROFILE BARRICADES AND HAZARD LIGHTS. THE CONTRACTOR SHALL INITIATE AND COMPLETE REPAIRS OF LOW PROFILE BARRICADES AND HAZARD LIGHTS WITHIN ONE HOUR OF BEING NOTIFIED BY THE CONTRACTING OFFICER'S REPRESENTATIVE.

6. REFLECTIVE STRIPES SHALL BE ON ALL LONGITUDINAL SIDES EXCEPT BOTTOM.

C1 TYPICAL LOW PROFILE BARRICADE DETAIL
NO SCALE



A1 TYPICAL LOW PROFILE BARRICADE PLACEMENT DETAIL
NO SCALE



CLOSED TAXIWAY CROSS NOTES:

1. THE CLOSED TAXIWAY CROSSES SHALL BE CONSTRUCTED USING ONE OF THE FOLLOWING:

* PLYWOOD ANCHORED WITH NAILS
* PLYWOOD ANCHORED DOWN WITH SAND BAGS
* ROLLED OUT AND ANCHORED PICKET FENCE
* FABRIC, SUCH AS CANVAS, ANCHORED WITH SAND BAGS

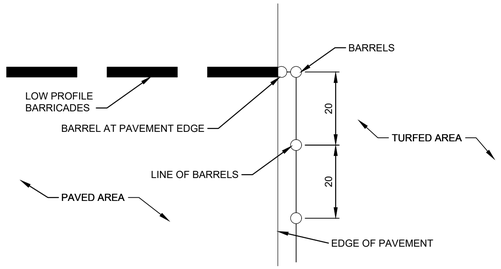
2. PAINTING OF CLOSED TAXIWAY CROSSES DIRECTLY ON PAVEMENT SHALL NOT BE ALLOWED.

3. CLOSED TAXIWAY CROSSES SHALL BE INSTALLED AT ALL LOCATIONS SHOWN ON SHEET GC101.

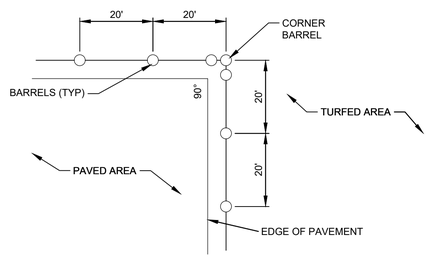
4. THE CONTRACTOR SHALL COORDINATE WITH THE AIRFIELD MANAGER, THROUGH THE CONTRACTING OFFICER, THE EXACT LOCATION OF ALL CLOSED TAXIWAY CROSSES AND THE TIMING OF INSTALLATION AND REMOVAL OF CLOSED TAXIWAY CROSSES.

5. THE CONTRACTOR SHALL MAINTAIN ALL TAXIWAY CLOSURE CROSSES UNTIL ALL WORK WITHIN THE CONSTRUCTION AREA IS COMPLETE AND THE AREA IS REOPENED TO AIRCRAFT TRAFFIC.

F4 CLOSED TAXIWAY CROSS DETAIL
NO SCALE



C4 TYPICAL FENCE / BARRICADE CORNER DETAIL
NO SCALE



A4 TYPICAL FENCE CORNER DETAIL
NO SCALE

ROPE AND BARREL FENCE NOTES:

1. 55-GALLON STEEL BARRELS USED IN ROPE AND BARREL FENCE MAY BE NEW OR USED. THE CONTRACTOR SHALL HAVE THE OPTION OF USING NEW OR USED POLYETHYLENE BARRELS IN LIEU OF STEEL BARRELS SHOWN. POLYETHYLENE BARRELS SHALL BE APPROXIMATELY THE SAME HEIGHT AS STEEL BARRELS SHOWN AND SHALL HAVE EQUIVALENT ORANGE AND WHITE STRIPES.

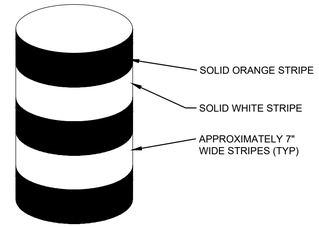
2. BARRELS SHALL BE PARTIALLY FILLED WITH SAND OR OTHER SUITABLE BALLAST AS NEEDED TO PREVENT OVERTURNING.

3. BARRELS SHALL BE SPACED AT 20-FOOT INTERVALS ALONG THE FENCE.

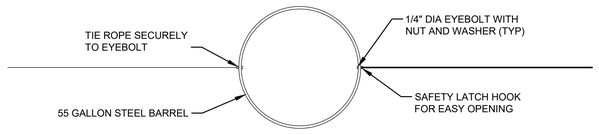
4. THE CONTRACTOR SHALL PROVIDE EITHER A 1/2-INCH DIAMETER RED NYLON ROPE WITH SURVEYING RIBBON OR RED OR ORANGE PLASTIC FLAGGING MATERIAL FOR FENCE SHOWN. SURVEYING RIBBON SHALL BE RED OR ORANGE, A MINIMUM OF 2-FOOT IN LENGTH, AND SHALL BE SPACED AT 3-FOOT INTERVALS ALONG THE NYLON ROPE.

5. SAFETY LATCH HOOKS SHALL BE PROVIDED ON ONE END OF EACH SECTION OF NYLON ROPE OR FLAGGING MATERIAL FOR CONNECTION TO I-BOLTS. THE OPPOSITE END OF THE ROPE OR FLAGGING MATERIAL SHALL BE SECURELY ATTACHED TO THE I-BOLTS.

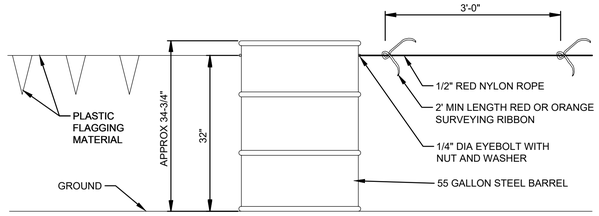
6. THE CONTRACTOR SHALL MAINTAIN THE CONTRACTOR WORK AREA FENCE THROUGHOUT THE DURATION OF THE CONTRACT. UPON COMPLETION OF THE CONTRACT, ALL MATERIALS USED IN THE FENCE SHALL BECOME THE CONTRACTOR'S PROPERTY AND SHALL BE DISPOSED OF OFF THE GOVERNMENT PREMISES.



D7 TYPICAL BARREL DETAIL
NO SCALE



C7 ROPE AND BARREL FENCE TYPICAL PLAN DETAIL
NO SCALE



A7 ROPE AND BARREL FENCE TYPICAL ELEVATION DETAIL
NO SCALE

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DESIGNED BY: B. GOLIBER
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CHECKED BY: K. HALL
SUBMITTED BY: B. FLERE
SIZE: ANSI D
ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05
FILE NAME: NJ05_GC501.dwg

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REPAIR MCGUIRE AIRFIELD HAZARDOUS
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LOW PROFILE BARRICADE, CLOSED TAXIWAY CROSS
AND ROPE & BARREL FENCING DETAILS

SHEET ID
GC501

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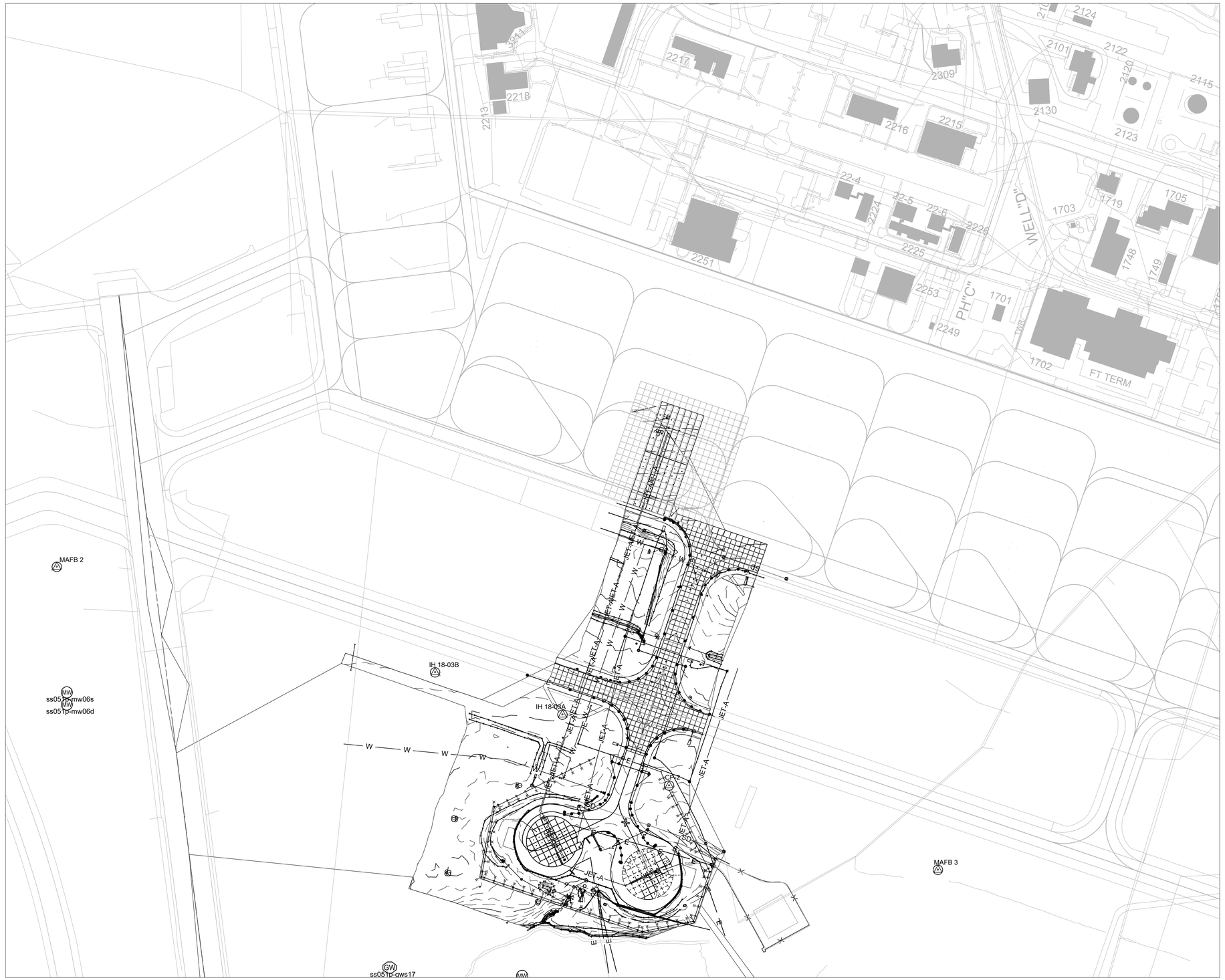

A1 TOPOGRAPHIC SURVEY INFORMATION PLAN

SCALE: 1"=200'

GENERAL SHEET NOTES

1. GRID COORDINATES ARE REFLECTED IN US SURVEY FEET AND REFER TO THE NORTH AMERICAN DATUM of 1983 (NAD 83) STATE PLANE COORDINATE SYSTEM FOR: NEW JERSEY 2900 US SURVEY FEET. THESE ARE BASED ON CONTROL POINT MAFB 2.

2. ELEVATIONS ARE REFLECTED IN US SURVEY FEET AND REFER TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88). THEY ARE BASED ON CONTROL POINT MAFB 2.

3. TOPOGRAPHIC SURVEY WAS CONDUCTED BY THE US ARMY CORPS OF ENGINEERS - OMAHA DISTRICT. UTILITIES WERE MARKED BY JB MDL PRIOR TO THE SURVEY.

4. TOPOGRAPHY IS DERIVED FROM GPS/RTK SURVEY METHODS. FIELD SURVEY DATE: MARCH 2018.

5. CONTOUR INTERVAL IS 1 US SURVEY FOOT.

6. COMBINED GRID FACTOR IS: 0.999899842.

7. ALL UNDERGROUND UTILITIES WERE LOCATED BY THE LOCAL UTILITY LOCATE CONTRACTOR.

8. 5"+/- OF SNOW ON GROUND AT TIME OF SURVEY.

9. END OF INVESTIGATION IS WHERE UTILITY LOCATOR LOST SIGNAL.

CONTROL DATA

NAME	NORTHING	EASTING	ELEVATION	DESCRIPTION
MAFB 2	433874.27	463015.016	120.472	COE BRASS DISC
MAFB 3	432677.744	466493.437	106.627	COE BRASS DISC
IH 18-03A	433290.73	465011.094	115.601	ALUMINUM CAP IN CONCRETE
IH 18-03B	433457.761	464508.217	117.298	ALUMINUM CAP IN CONCRETE
CP-2	433010.821	465432.107	112.923	GILORE PLASTIC CAP

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ISSUE DATE: MAY 2026
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CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05
FILE NAME: NJ05_VF100.dwg

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CHECKED BY: K. HALL
SUBMITTED BY: S. FLERE
SIZE: ANSI D

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TOPOGRAPHIC SURVEY INFORMATION PLAN

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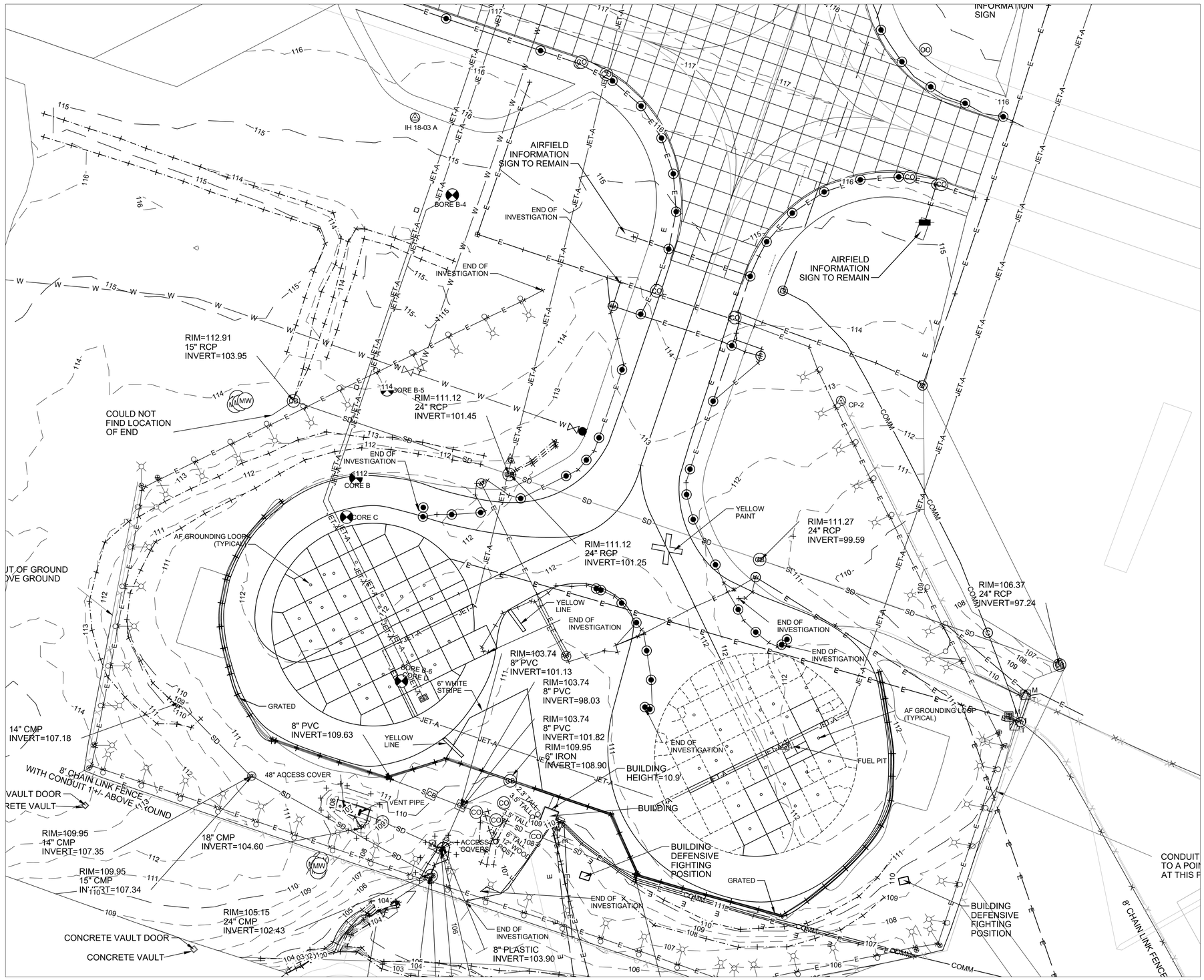

A1 EXISTING CONDITIONS PLAN

SCALE: 1"=50'

GENERAL SHEET NOTES

1. SEE SHEET VF100 FOR SURVEY CONTROL INFORMATION.
2. SEE SHEET BB301 FOR BORING LOGS AND PAVEMENT CORE THICKNESSES.

LEGEND

- MAJOR CONTOUR
- MINOR CONTOUR
- DITCH CENTERLINE
- ASPHALT
- CONCRETE SLAB
- GUARDRAIL
- SECURITY FENCE
- EXPANSION JOINTS
- TAXIWAY CENTERLINE
- TAXIWAY SHOULDER
- TAXIWAY EDGE MARKINGS
- SHOULDER MARKINGS
- HYDRANT FUEL LINE
- COMMUNICATION LINE
- STORM DRAIN PIPE
- ELECTRIC UNDERGROUND
- CONTROL POINT
- ELECTRIC MANHOLE
- TRANSFORMER-PAD
- ELECTRICAL BOX
- PULLBOX
- TAXIWAY LIGHTS
- PREVIOUS CORE DRILLED
- CTAO CORE LOCATION
- FIRE HYDRANT
- WATER VALVE
- CLEANOUT
- COMM MANHOLE
- COMM JUNCTION BOX
- STATIC GROUNDING POINT
- AIRFIELD SIGN
- RIP RAP

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EXISTING CONDITIONS PLAN

SHEET ID

VF101

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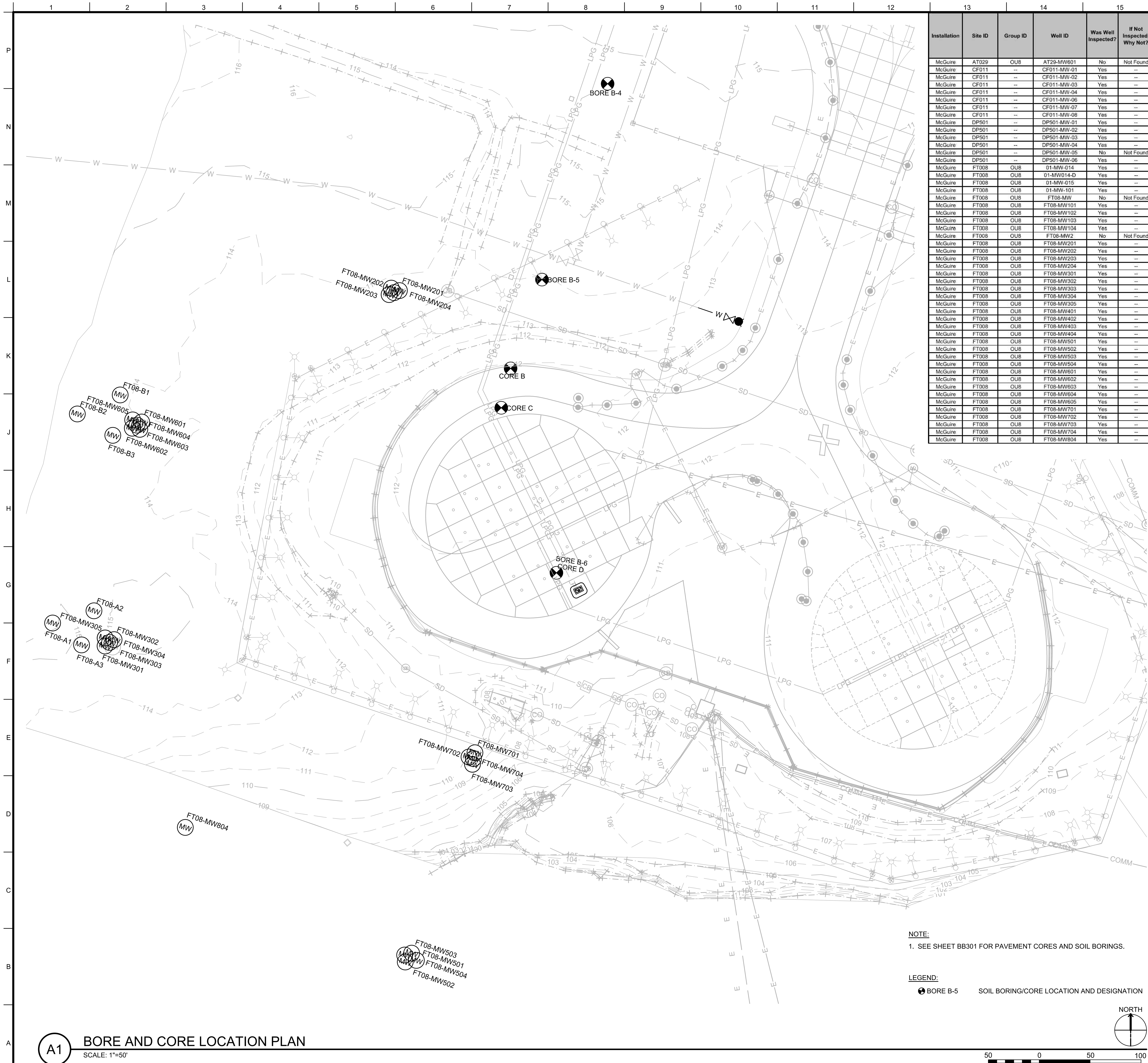

Installation	Site ID	Group ID	Well ID	Was Well Inspected?	If Not Inspected, Why Not?	Inspection Date	Visible Defects	Visible Defect Comments	Corrective Action	Is the well missing equipment?	Was the missing equipment replaced?	Verify Surface Completion	Well Casing Material	Well Casing Diameter	Static Water Level (ft btoc)	Total Depth Of Record (ft bmp)	Total Sounded Depth (ft btoc)	PID reading (ppm)
McGuire	AT029	OU8	AT29-MW601	No	Not Found	--	--	--	--	--	--	--	--	--	--	--	--	--
McGuire	CF011	--	CF011-MW-01	Yes	--	11/7/2022	--	--	--	No	--	Flushmount	PVC	2 in	12.72	20	20	1.7
McGuire	CF011	--	CF011-MW-02	Yes	--	11/7/2022	--	--	--	No	--	Flushmount	PVC	2 in	11.35	19	19.08	0
McGuire	CF011	--	CF011-MW-03	Yes	--	11/7/2022	--	--	--	No	--	Flushmount	PVC	2 in	0.7	19.5	19.54	0.2
McGuire	CF011	--	CF011-MW-04	Yes	--	11/7/2022	--	--	--	No	--	Flushmount	PVC	2 in	12.66	15.5	15.52	0
McGuire	CF011	--	CF011-MW-06	Yes	--	11/7/2022	--	--	--	No	--	Flushmount	PVC	2 in	14.25	16	16.04	0
McGuire	CF011	--	CF011-MW-07	Yes	--	11/7/2022	--	--	--	No	--	Flushmount	PVC	2 in	10.35	17	17.01	0
McGuire	CF011	--	CF011-MW-08	Yes	--	11/7/2022	--	--	--	No	--	Flushmount	PVC	2 in	8.2	15	15.03	0
McGuire	DP501	--	DP501-MW-01	Yes	--	11/7/2022	--	--	--	No	--	Flushmount	PVC	2 in	1.09	20	20.02	0.2
McGuire	DP501	--	DP501-MW-02	Yes	--	11/7/2022	--	--	--	No	--	Flushmount	PVC	2 in	12.66	20	19.43	0
McGuire	DP501	--	DP501-MW-03	Yes	--	11/8/2022	--	--	--	No	--	Flushmount	PVC	2 in	14	20	18.05	0
McGuire	DP501	--	DP501-MW-04	Yes	--	11/8/2022	--	--	--	No	--	Flushmount	PVC	2 in	10.7	17	17.05	0
McGuire	DP501	--	DP501-MW-05	No	Not Found	--	--	--	--	--	--	--	--	--	--	--	--	--
McGuire	DP501	--	DP501-MW-06	Yes	--	11/8/2022	--	--	--	No	--	Flushmount	PVC	2 in	0	17	15.12	0
McGuire	FT008	OU8	01-MW-014	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	4 in	2.91	25.03	24.65	--
McGuire	FT008	OU8	01-MW014-D	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	3.51	40	40.1	--
McGuire	FT008	OU8	01-MW-015	Yes	--	1/26/2023	--	--	--	No	--	Stickup	PVC	4 in	2.86	25.03	24.65	--
McGuire	FT008	OU8	01-MW-101	Yes	--	1/26/2023	--	--	--	No	--	Stickup	ainless Ste	2 in	6.2	17	12.03	--
McGuire	FT008	OU8	FT08-MW	No	Not Found	--	--	--	--	--	--	--	--	--	--	--	--	--
McGuire	FT008	OU8	FT08-MW101	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	1.01	10	9.28	--
McGuire	FT008	OU8	FT08-MW102	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	4.72	20	19.7	--
McGuire	FT008	OU8	FT08-MW103	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	4.22	30	29.6	--
McGuire	FT008	OU8	FT08-MW104	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	2.77	40	38.38	--
McGuire	FT008	OU8	FT08-MW2	No	Not Found	--	--	--	--	--	--	--	--	--	--	--	--	--
McGuire	FT008	OU8	FT08-MW201	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	2.53	10	9.75	--
McGuire	FT008	OU8	FT08-MW202	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	2.26	20	19.33	--
McGuire	FT008	OU8	FT08-MW203	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	2.71	30	29.9	--
McGuire	FT008	OU8	FT08-MW204	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	2.84	40	36.71	--
McGuire	FT008	OU8	FT08-MW301	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	2.95	10	8.22	--
McGuire	FT008	OU8	FT08-MW302	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	4.1	20	19.91	--
McGuire	FT008	OU8	FT08-MW303	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	3.96	30	27.66	--
McGuire	FT008	OU8	FT08-MW304	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	4.22	40	39.1	--
McGuire	FT008	OU8	FT08-MW305	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	4.75	50	49.1	--
McGuire	FT008	OU8	FT08-MW401	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	3.29	10	9.43	--
McGuire	FT008	OU8	FT08-MW402	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	4.24	20	18.7	--
McGuire	FT008	OU8	FT08-MW403	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	3.67	30	27.97	--
McGuire	FT008	OU8	FT08-MW404	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	4.62	40	38.71	--
McGuire	FT008	OU8	FT08-MW501	Yes	--	1/24/2023	--	--	--	No	--	Stickup	PVC	2 in	2.87	10	12.98	--
McGuire	FT008	OU8	FT08-MW502	Yes	--	1/24/2023	--	--	--	No	--	Stickup	PVC	2 in	2.41	20	23.29	--
McGuire	FT008	OU8	FT08-MW503	Yes	--	1/25/2023	--	--	--	No	--	Stickup	PVC	2 in	2.16	30	32.39	--
McGuire	FT008	OU8	FT08-MW504	Yes	--	1/24/2023	--	--	--	No	--	Stickup	PVC	2 in	0.96	40	40.98	--
McGuire	FT008	OU8	FT08-MW601	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	1.79	10	10.08	--
McGuire	FT008	OU8	FT08-MW602	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	2.02	20	20.05	--
McGuire	FT008	OU8	FT08-MW603	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	2.01	30	26.93	--
McGuire	FT008	OU8	FT08-MW604	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	3.13	40	39.71	--
McGuire	FT008	OU8	FT08-MW605	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	2.94	50	48.02	--
McGuire	FT008	OU8	FT08-MW701	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	0.13	10	10.09	--
McGuire	FT008	OU8	FT08-MW702	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	4.29	20	19.68	--
McGuire	FT008	OU8	FT08-MW703	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	4.51	30	29.34	--
McGuire	FT008	OU8	FT08-MW704	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	2.92	40	38.92	--
McGuire	FT008	OU8	FT08-MW804	Yes	--	1/26/2023	--	--	--	No	--	Flushmount	PVC	2 in	0	40	38.55	--

Table 3-4. Groundwater Measurements from JB MDL-McGuire Site FT008 Monitoring Wells, March 2019 through October 2020

Well	Date	Easting (ft) (NAD83)	Northing (ft) (NAD83)	Top of Casing Elevation (ft AMSL)	Top of Well Screen (ft BGS)	Bottom of Well Screen (ft BGS)	Depth to Water (ft BTOC)	Groundwater Elevation (ft AMSL)	VGRAD
Performance Monitoring Event #1									
FT08-MW302	03/28/19	464563.5	432667.9	114.96	10	20.5	3.71	111.25	--
FT08-MW303	03/28/19	464554.7	432661.7	114.80	20	30.5	4.17	110.63	0.0616
FT08-MW304	03/28/19	464559.1	432665.1	114.81	30	40.5	4.62	110.19	0.0443
FT08-MW603	03/28/19	464588.8	432874.5	113.78	20	30.5	1.3	112.48	--
FT08-MW604	03/28/19	464586.0	432878.6	114.04	30	40.5	2.67	111.37	0.1113
Performance Monitoring Event #2									
FT08-MW302	04/08/19	464563.5	432667.9	114.96	10	20.5	3.99	110.97	--
FT08-MW303	04/08/19	464554.7	432661.7	114.80	20	30.5	4.42	110.38	0.0586
FT08-MW304	04/08/19	464559.1	432665.1	114.81	30	40.5	4.6	110.21	0.0173
FT08-MW603	04/08/19	464588.8	432874.5	113.78	20	30.5	2.75	111.03	--
FT08-MW604	04/08/19	464586.0	432878.6	114.04	30	40.5	3.05	110.99	0.0043
Performance Monitoring Event #2									
FT08-MW302	07/22/19	464563.5	432667.9	114.96	10	20.5	5.02	109.94	--
FT08-MW303	07/22/19	464554.7	432661.7	114.80	20	30.5	4.3	110.50	-0.0564
FT08-MW304	07/22/19	464559.1	432665.1	114.81	30	40.5	4.51	110.30	0.0203
FT08-MW603	07/22/19	464588.8	432874.5	113.78	20	30.5	2.61	111.17	--
FT08-MW604	07/22/19	464586.0	432878.6	114.04	30	40.5	2.9	111.14	0.0033
Interim Performance Monitoring Event									
FT08-MW302	09/13/19	464563.5	432667.9	114.96	10	20.5	4.07	110.89	--
FT08-MW303	09/13/19	464554.7	432661.7	114.80	20	30.5	5.42	109.38	0.1506
FT08-MW304	09/13/19	464559.1	432665.1	114.81	30	40.5	5.42	109.39	-0.0007
FT08-MW603	09/13/19	464588.8	432874.5	113.78	20	30.5	3.45	110.33	--
FT08-MW604	09/13/19	464586.0	432878.6	114.04	30	40.5	3.9	110.14	0.0193
Performance Monitoring Event #3									
FT08-MW302	10/28/19	464563.5	432667.9	114.96	10	20.5	5.73	109.23	--
FT08-MW303	10/28/19	464554.7	432661.7	114.80	20	30.5	5.56	109.24	-0.0014
FT08-MW304	10/28/19	464559.1	432665.1	114.81	30	40.5	5.55	109.26	-0.0017
FT08-MW603	10/28/19	464588.8	432874.5	113.78	20	30.5	3.51	110.27	--
FT08-MW604	10/28/19	464586.0	432878.6	114.04	30	40.5	3.99	110.05	0.0223
Performance Monitoring Event #4 (Treatment Area A)									
FT08-MW302	12/19/19	464563.5	432667.9	114.96	10	20.5	5.16	109.80	--
FT08-MW303	12/19/19	464554.7	432661.7	114.80	20	30.5	3.86	110.94	-0.1144
FT08-MW304	12/19/19	464559.1	432665.1	114.81	30	40.5	4.7	110.11	0.0833
FT08-MW603	12/19/19	464588.8	432874.5	113.78	20	30.5	NM	NM	--
FT08-MW604	12/19/19	464586.0	432878.6	114.04	30	40.5	NM	NM	NM
Performance Monitoring Events #4 (Treatment Area B) and #5 (Treatment Area A)									
FT08-MW302	06/25/20	464563.5	432667.9	114.96	10	20.5	4.06	110.90	--
FT08-MW303	06/25/20	464554.7	432661.7	114.80	20	30.5	5.31	109.49	0.1406
FT08-MW304	06/26/20	464559.1	432665.1	114.81	30	40.5	5.41	109.40	0.0093
FT08-MW603	06/26/20	464588.8	432874.5	113.78	20	30.5	3.56	110.22	--
FT08-MW604	06/26/20	464586.0	432878.6	114.04	30	40.5	4.16	109.88	0.0343
Performance Monitoring Events #5 (Treatment Area B) and #6 (Treatment Area A)									
FT08-MW302	09/23/20	464563.5	432667.9	114.96	10	20.5	5.64	109.316	--
FT08-MW303	09/23/20	464554.7	432661.7	114.80	20	30.5	6.09	108.71	0.0606
FT08-MW304	09/23/20	464559.1	432665.1	114.81	30	40.5	6.33	108.477	0.0233
FT08-MW603	09/23/20	464588.8	432874.5	113.78	20	30.5	4.35	109.429	--
FT08-MW604	09/23/20	464586.0	432878.6	114.04	30	40.5	4.25	109.786	-0.0357

-- = No measurement.
AMSL = Above mean sea level.
BGS = Below ground surface.
BTOC = Below top of casing.
ft = Feet.
JB MDL = Joint Base McGuire-Dix-Lakehurst.
NAD83 = North American Datum of 1983.
NM = Not measured.
VGRAD = Vertical hydraulic gradient.

NOTE:

1. SEE SHEET BB301 FOR PAVEMENT CORES AND SOIL BORINGS.

LEGEND:

BORE B-5 SOIL BORING/CORE LOCATION AND DESIGNATION

A1 BORE AND CORE LOCATION PLAN
SCALE: 1"=50'

US Army Corps of Engineers®

MARK	DESCRIPTION	DATE

ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05
DESIGNED BY: B. GOLIBER
DRAWN BY: B. GOLIBER
CHECKED BY: K. HALL
SUBMITTED BY: B. FLERE
SIZE: ANSI D
FILE NAME: NJ05_BB101.dwg

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26 FEDERAL PLAZA
NEW YORK, NEW YORK 10278

U.S.ARMY CORPS OF ENGINEERS
OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA, NEBRASKA 68102

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

BORE AND CORE LOCATION PLAN

SHEET ID
BB101

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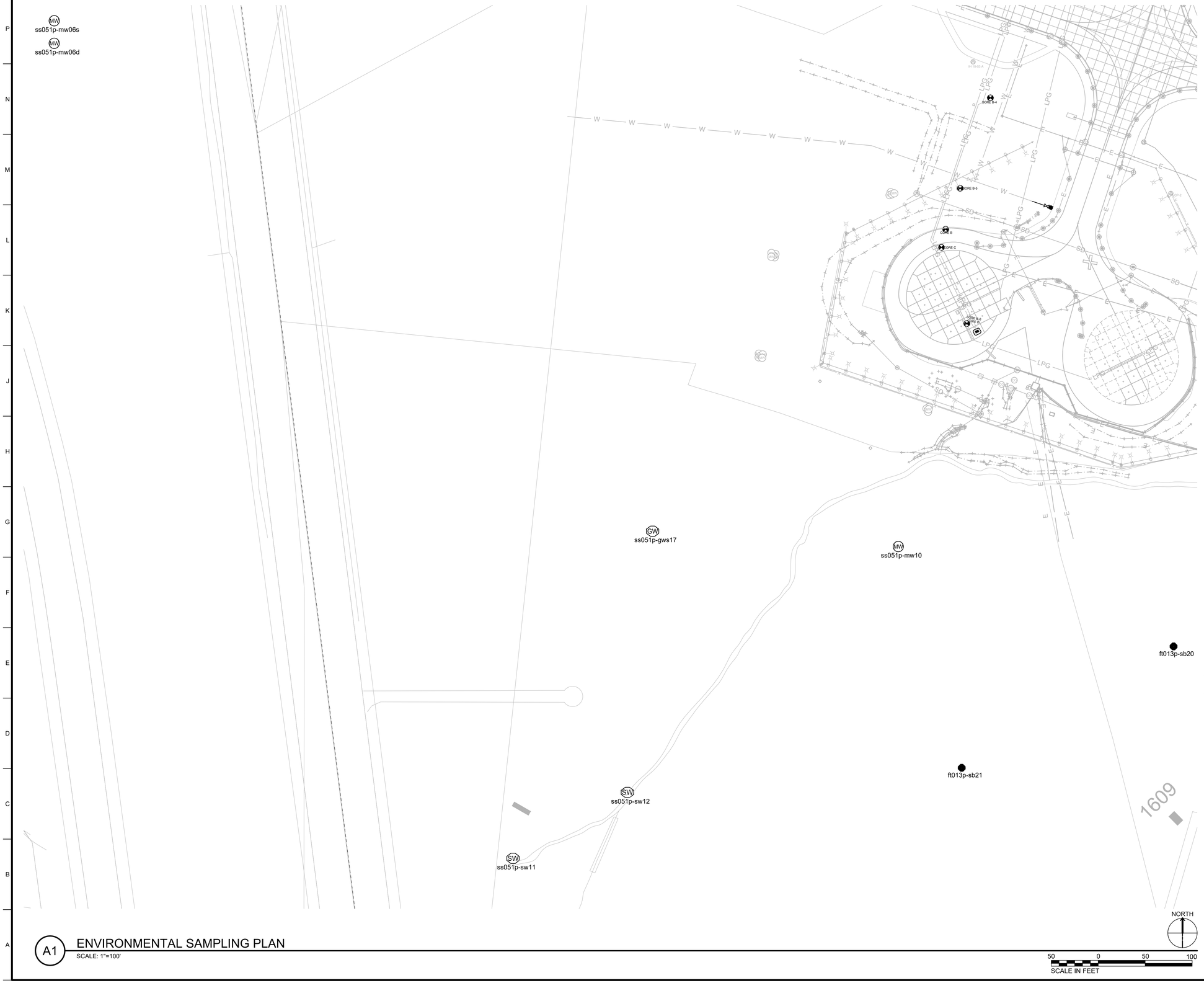

A1 ENVIRONMENTAL SAMPLING PLAN

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

US Army Corps of Engineers®

MARK	DESCRIPTION	DATE

DESIGNED BY: B. GOLIBER
DRAWN BY: B. GOLIBER
CHECKED BY: K. HALL
SUBMITTED BY: B. FLERE
SIZE: ANSI D
FILE NAME: NJ05_BB101.dwg
ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05

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CARGO LOADING AREA - PN: PTFL141025

ENVIRONMENTAL SAMPLING PLAN

SHEET ID

BB102

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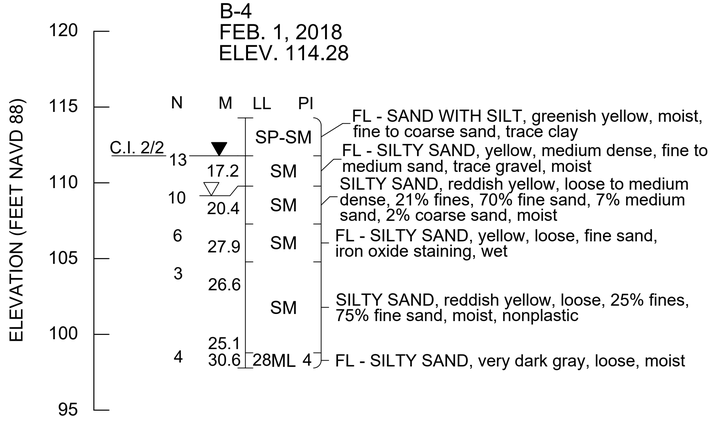

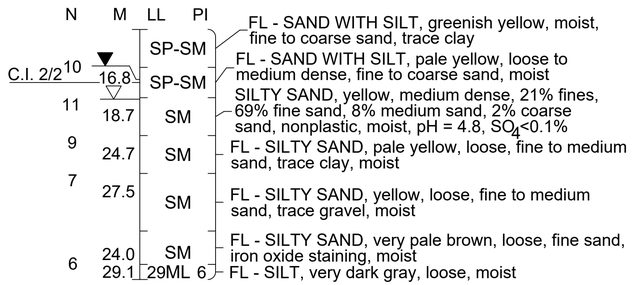

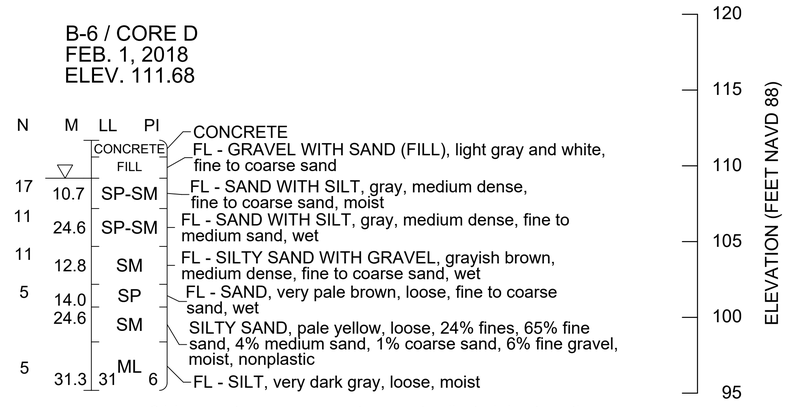

24-hour water measurement was not collected due to active runway

CORING NUMBER	CONCRETE THICKNESS	ASPHALT THICKNESS
CORE B	NONE	3.6 INCHES
CORE C	NONE	4.8 INCHES
CORE D	13.2 INCHES	NONE

BORING LEGEND

B-4	DRILL HOLE NUMBER
FEB. 1, 2018	DATE BORING COMPLETED
ELEV. 114.28	SURVEYED TOP OF BORING ELEVATION (NAVD 88 DATUM)
M	NATURAL MOISTURE CONTENT IN PERCENT
LL	LIQUID LIMIT
PI	PLASTICITY INDEX
N	STANDARD PENETRATION BLOW COUNT. NUMBER OF BLOWS FOR A 140-POUND WEIGHT DROPPING 30 INCHES, TO DRIVE A 2-INCH OUTSIDE DIAMETER SAMPLER, 1 FOOT.
SO_4	SULFATE ION CONTENT IN SOIL, PERCENT
% fines	PERCENT OF SOIL BY DRY WEIGHT PASSING THE NO. 200 SIEVE
C.I. 2/1	HOLE CAVE-IN DEPTH AND DATE
▽	GROUND WATER LEVEL ENCOUNTERED DURING DRILLING
▼	GROUND WATER LEVEL ENCOUNTERED AFTER 24 HOURS
FL - SILTY SAND	SOIL CLASSIFICATION BASED ON FIELD LOGS (FL)
SILTY SAND	SOIL CLASSIFICATIONS BASED ON LABORATORY TESTING AND LABORATORY VISUAL DESCRIPTIONS

BORING NOTES

1. THE DESCRIPTIONS AT THE RIGHT OF THE LOGS ARE THE RESULTS OF FIELD AND LABORATORY DATA. THE TERMS "DRY, MOIST, WET, ETC." ARE FIELD DESCRIPTIONS MADE BY THE INSPECTOR IN THE FIELD AT THE TIME OF DRILLING. SEE "M" ON THE CONDENSED LOG OF BORINGS FOR LABORATORY DETERMINATION OF MOISTURE CONTENTS FOR THE SOIL. LABORATORY CLASSIFICATIONS ARE IN ACCORDANCE WITH ASTM D 2487.

2. THE LOGS FURNISHED REPRESENT THE TYPES OF SOIL ENCOUNTERED AT THEIR RESPECTIVE LOCATIONS AND THE WATER LEVEL ENCOUNTERED AT THAT TIME. THE BORING LOGS ARE CONSIDERED REPRESENTATIVE OF THE SOILS WHICH WERE ENCOUNTERED AT THAT LOCATION; HOWEVER, THE GROUND WATER TABLE CAN FLUCTUATE APPRECIABLY AT DIFFERENT SEASONS OF THE YEAR OR FROM YEAR TO YEAR DEPENDING LARGELY ON CLIMATIC CONDITIONS. THE CONTRACTOR SHOULD IDENTIFY GROUND WATER CONDITIONS PRIOR TO THE TIME OF CONSTRUCTION.

3. FOR SOIL BORING AND PAVEMENT CORING LOCATIONS, SEE SHEET BB101.

US Army Corps of Engineers®

MARK	DESCRIPTION	DATE

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DESIGNED BY: B. GOLIBER
DRAWN BY: B. GOLIBER
CHECKED BY: K. HALL
SUBMITTED BY: B. FLERE
SIZE: ANSI D
ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
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FILE NAME: NJ05_BB301.dwg

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26 FEDERAL PLAZA
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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

SOIL BORING LOGS AND PAVEMENT CORE DATA

SHEET ID
BB301

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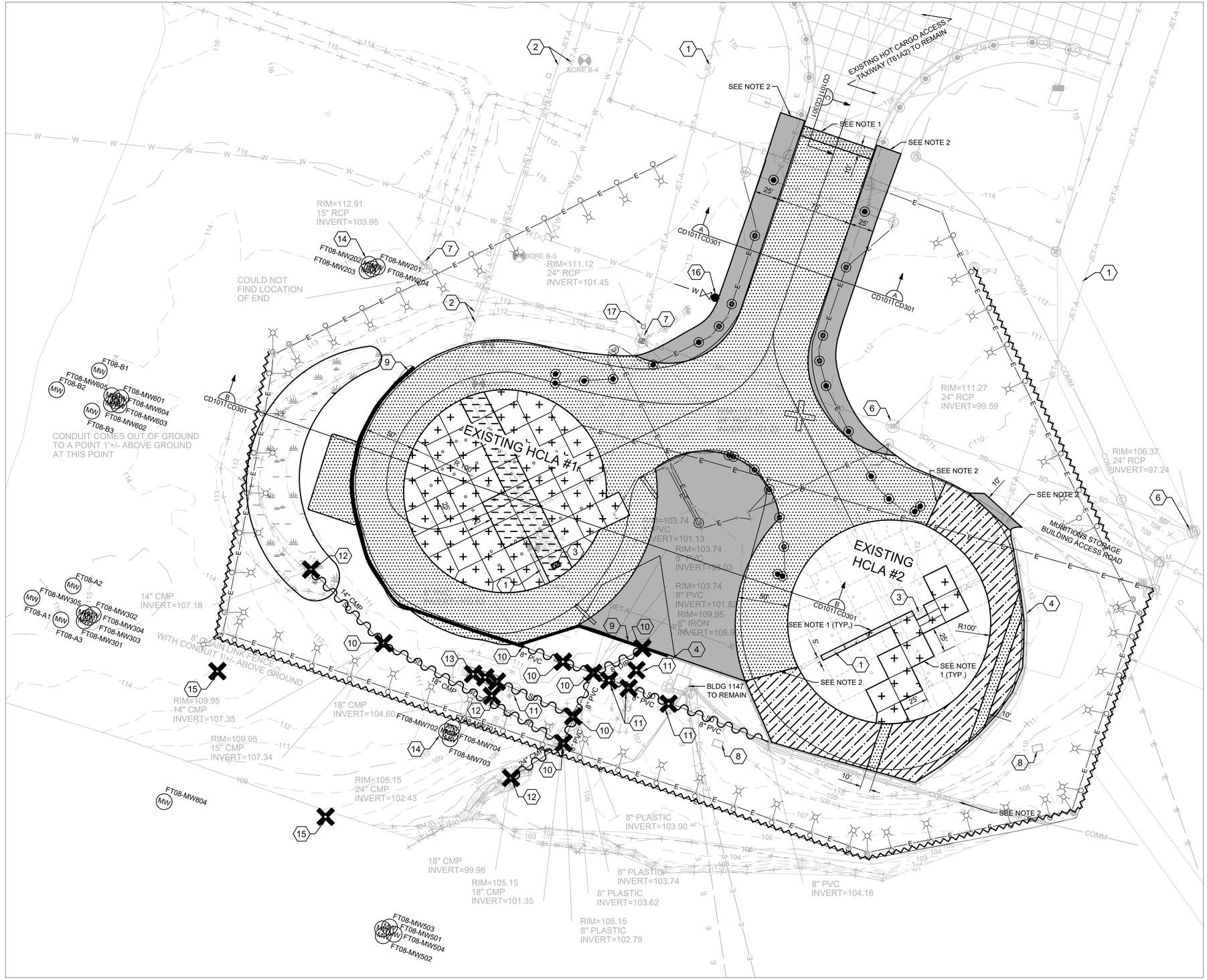

A1 REMOVAL PLAN
SCALE: 1"=50'

GENERAL SHEET NOTES

1. PCC PAVEMENT REMOVALS ADJACENT TO EXISTING PCC WHICH IS TO REMAIN SHALL BE INITIATED WITH A DOUBLE OR TRIPLE FULL DEPTH, VERTICAL SAWCUT. SEE SHEET CD301 FOR SAWCUT DETAILS.
2. ACC PAVEMENT REMOVALS SHALL BE INITIATED WITH A SINGLE FULL DEPTH, VERTICAL SAWCUT.
3. PROTECT EXISTING HYDRANT FUEL PIT FROM DAMAGE DURING REMOVAL OPERATIONS.
4. ALL STATIC GROUND CONNECTIONS / TIE DOWN ANCHORS WITHIN THE PAVEMENT REMOVAL AREA SHALL BE REMOVED.
5. CONTRACTOR SHALL ASSUME ALL PCC PANELS ARE REINFORCED WITH 0.05% STEEL REINFORCEMENT IN BOTH DIRECTIONS.
6. ALL EXISTING AIRFIELD TAXIWAY EDGE LIGHTING AND ASSOCIATED CABLE, CONDUIT, MANHOLES, ETC., WITHIN AND NEAR THE PAVEMENT REMOVAL AREA SHOWN SHALL BE ENTIRELY REMOVED. SEE ELECTRICAL DEMOLITION SHEETS FOR MORE INFORMATION AND ADDITIONAL ELECTRICAL ITEMS TO BE REMOVED.
7. HYDRANT FUEL LINE AND PITS SHOWN AS EXISTING ON THIS SHEET WERE CONSTRUCTED BY THE REPLACE HOT CARGO HYDRANT SYSTEM PROJECT. LOCATION OF THE LINE IS BASED ON DESIGN DOCUMENTS.
8. DO NOT DISTURB THE EXISTING ACTIVE OR ABANDONED FUEL LINE.
9. REMOVE ALL PAVEMENT MARKINGS ON EXISTING PAVEMENT THAT WILL RECEIVE AN APPLICATION OF GILSONITE MODIFIED ASPHALT EMULSION. IF THE OPTION TO MILL AND OVERLAY THE PAVEMENT SURROUNDING HCLA 2 IS AWARDED, APPLICATION OF THE GILSONITE MODIFIED ASPHALT EMULSION IS NOT REQUIRED.

SHEET KEYNOTES

1. ABANDONED FUEL TO REMAIN.
2. EXISTING FUEL LINE TO REMAIN - SEE NOTE 7.
3. EXISTING HYDRANT FUEL PIT TO REMAIN - SEE NOTE 7.
4. EXISTING REINFORCED CONCRETE TRENCH DRAIN TO REMAIN.
5. EXISTING FIRE HYDRANT TO REMAIN.
6. EXISTING CATCH BASIN TO REMAIN.
7. ADJUST RIM ELEVATION OF THE EXISITNG CATCH BASIN. SEE SHEET CG507 FOR DETAILS.
8. DEFENSIVE FIGHTING POSITION BUILDING TO REMAIN.
9. REINFORCED CONCRETE TRENCH DRAIN TO BE REMOVED.
10. EXISTING MANHOLE / CATCH BASIN TO BE REMOVED.
11. EXISTING CLEANOUT AND WOODEN POSTS TO BE REMOVED.
12. EXISTING CONCRETE HEADWALL TO BE REMOVED.
13. ABANDONED OIL / WATER SEPARATOR TO BE REMOVED.
14. MONITORING WELL RIM ELEVATION ADJUSTMENT REQUIRED (CLUSTER OF 4). SEE SHEET CG101 FOR REQUIREMENTS.
15. EXISTING 5' X 5' REINFORCED CONCRETE MANHOLE TO BE REMOVED.
16. REMOVE AND SALVAGE EXISTING FIRE HYDRANT AND VALVE ASSEMBLY. PROTECT AND PRESERVE EXISTING HYDRANT LEAD IN PLACE FOR FUTURE RECONNECTION.
17. EXISTING ABANDONED PIT TO BE REMOVED.

LEGEND

- 13.5" PCC / RIGID BASE COURSE / SUBGRADE AS NECESSARY TO BE REMOVED
- 17.5" PCC / RIGID BASE COURSE / SUBGRADE AS NECESSARY TO BE REMOVED
- BURIED CONCRETE SLAB TO BE REMOVED
- 5" ACC / AGGREGATE BASE COURSE / SUBGRADE AS NECESSARY TO BE REMOVED
- 2" ACC TO BE REMOVED / AGGREGATE BASE COURSE / SUBGRADE AS NECESSARY TO BE REMOVED
- REINFORCED CONCRETE TRENCH DRAIN AND GRATING TO BE REMOVED
- BASE BID: GILSONITE MODIFIED ASPHALT EMULSION - SEET NOTE 9 OPTION: 5" ACC MILL / OVERLAY
- EXISTING WETLAND AREA TO BE REMOVED (OVER-EXCAVATE 2-FEET TO REMOVE UNSUITABLE SOIL)
- 8' TALL SECURITY FENCE TO BE REMOVED.
- STORM DRAIN LINES TO BE REMOVED
- LIGHT POLE AND LIGHT POLE FOUNDATION TO BE REMOVED

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MARK	DESCRIPTION	DATE

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ISSUE DATE:	MAY 2026
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CONTRACT NO.:	+XXXXXX-XX-X-XXXX
SPEC CODE:	NJ05
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DESIGNED BY:	B. GOLIBER
DRAWN BY:	B. GOLIBER
CHECKED BY:	K. HALL
SUBMITTED BY:	
SIZE:	ANSI D

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

U.S.ARMY CORPS OF ENGINEERS
OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA, NEBRASKA 68102

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

REMOVAL PLAN

SHEET ID
CD101

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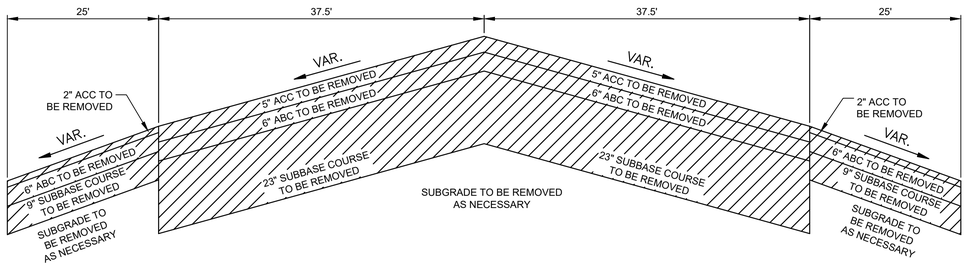
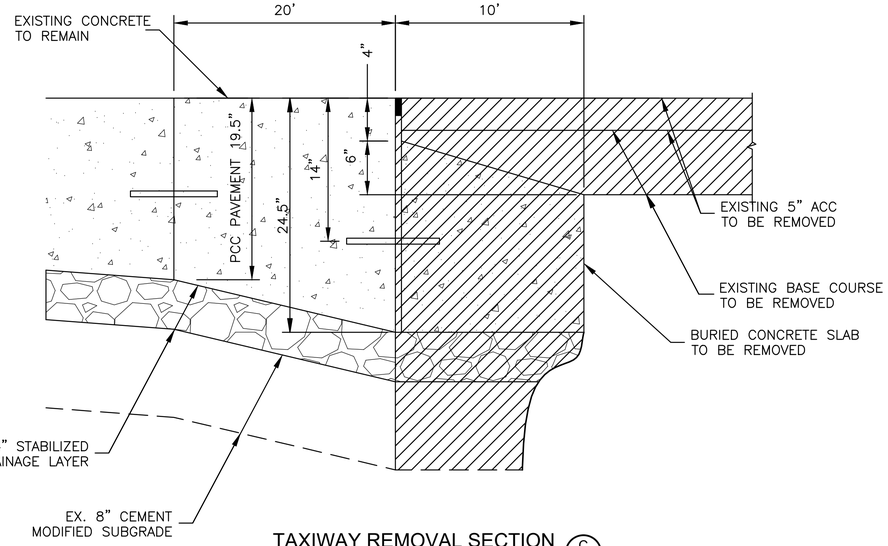
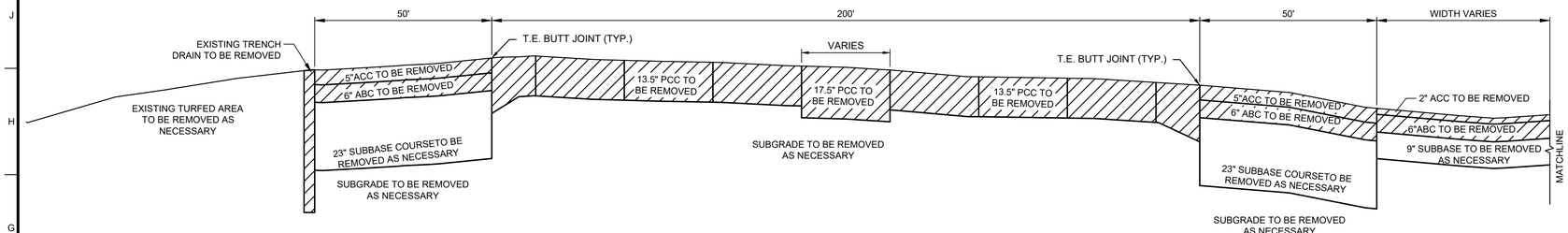
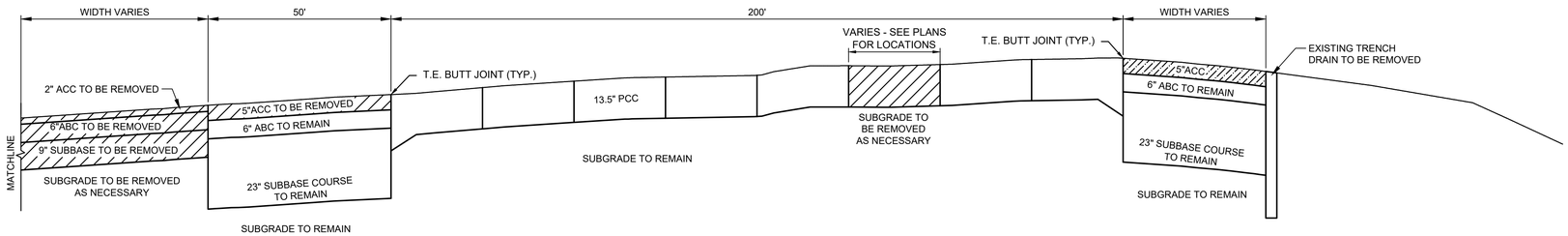


TAXIWAY REMOVAL SECTION (A)
NOT TO SCALE CD101 | CD301



TAXIWAY REMOVAL SECTION (C)
NOT TO SCALE CD101 | CD301





TAXIWAY REMOVAL SECTION (B)
NOT TO SCALE CD101 | CD301

NOTE:

1. REMOVE EXISTING MATERIALS TO THE DEPTH NECESSARY TO INSTALL THE NEW PAVEMENT REPLACEMENT SECTION AS SHOWN ON SHEET CP301.

2. SEE SHEET CD101 FOR EXISTING PAVEMENT THICKNESSES.

3. IN AREAS WHERE THE NEW PAVEMENT THICKNESS IS GREATER THAN THE EXISTING PAVEMENT REMOVED, REMOVE EXISTING BASE COURSE, SUBBASE COURSE AND/OR SUBGRADE AS NECESSARY TO CONSTRUCT THE THICKER NEW PAVEMENT SECTION.

4. IN AREAS WHERE THE NEW PAVEMENT THICKNESS IS LESS THAN THE EXISTING PAVEMENT REMOVED, PLACE AND COMPACT NEW SUBBASE COURSE MATERIAL.

5. PREVENT UNDERMINING OF EXISTING PAVEMENT TO REMAIN.

6. AT LOCATIONS OF THICKENED EDGE EXPANSION JOINTS, THE CONTRACTOR SHALL ASSUME THAT THE PAVEMENT AT THAT LOCATION IS 1.3 TIMES THE THICKNESS OF THE SURROUNDING PAVEMENT. THE CONTRACTOR SHALL ASSUME A THICKENED EDGE EXPANSION JOINT EXISTS AT THE FOLLOWING LOCATIONS:
   - EXISTING PAVEMENT JOINTS ABUTTING EXISTING STRUCTURES.
   - THE JOINT BETWEEN SLABS OF DIFFERENT SIZES.

7. ASSUME ALL PCC PANELS TO BE REMOVED ARE REINFORCED WITH 0.05% STEEL.

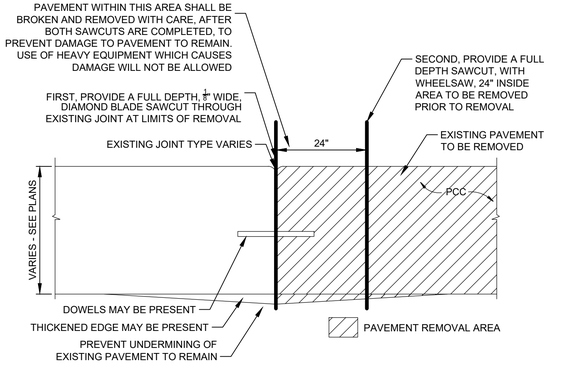
LEGEND:

REMOVAL AREA - SEE SHEET CP201 FOR PAVEMENT REPLACEMENT SECTIONS

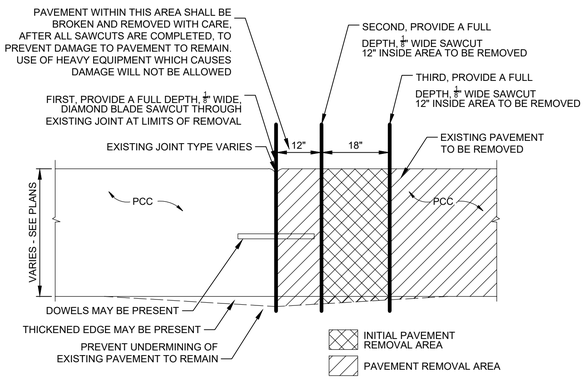
OPTION REMOVAL AREA - SEE SHEET CP201 FOR PAVEMENT REPLACEMENT SECTIONS

PCC PORTLAND CEMENT CONCRETE

ACC ASPHALT CEMENT CONCRETE



DOUBLE SAWCUT DETAIL
NOT TO SCALE



TRIPLE SAWCUT DETAIL
NOT TO SCALE

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DRAWN BY:	B. GOLIBER
CHECKED BY:	K. HALL
SUBMITTED BY:	S. FLEKE
SIZE: ANSI D	FILE NAME: NJ05_CD301.dwg
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PAVEMENT REMOVAL SECTIONS

SHEET ID
CD301

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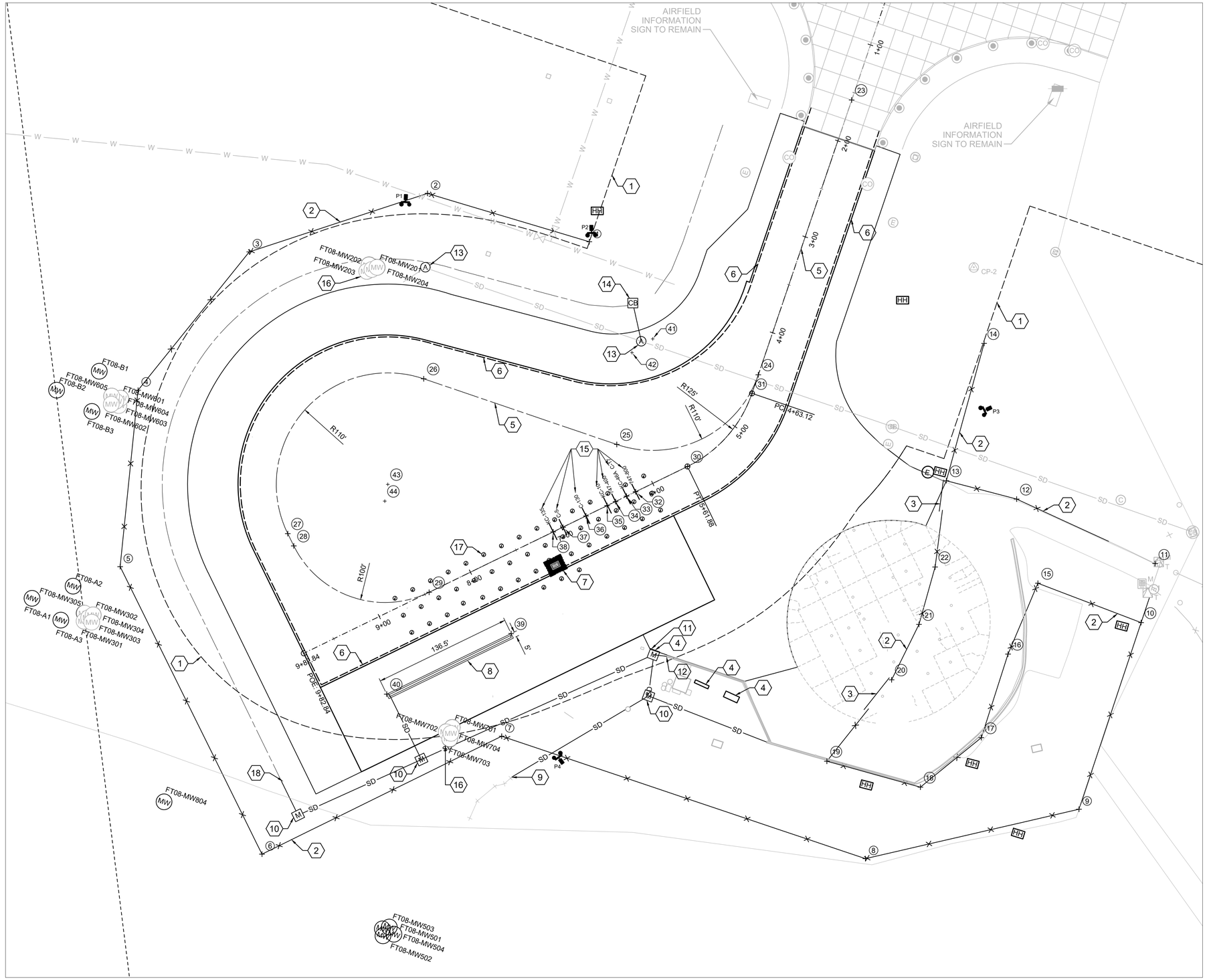

A1 SITE PLAN
SCALE: 1"=50'

GENERAL SHEET NOTES

1. SEE SHEET CP101 FOR THE APRON GEOMETRIC AND PAVING PLAN.
2. THE LOCATION OF THE MONITORING WELLS, PORTABLE WATER STORAGE TANKS, MIX TANK, DIESEL PUMPS AND CHEMICAL STORAGE AREA ARE BASED ON THE INJECTION SITE PLAN DRAWINGS PROVIDED BY ARCADIS.
3. THE LOCATION OF THE INJECTION EQUIPMENT MAY BE REQUIRED TO BE MOVED DUE TO THE GRADING OF THE HOT CARGO LOADING APRON. THE MONITORING AND INJECTION WELLS SHALL NOT BE MOVED.
4. THE TOP ELEVATION OF THE MONITORING WELL SHALL BE ADJUSTED AS NECESSARY (RAISED OR LOWERED) TO MATCH THE FINISH GRADE AS SHOWN ON THE GRADING PLANS. SEE SHEET CG101 FOR MONITORING WELLS REQUIRED TO BE RAISED OR LOWERED.
5. SEE SHEET CS501 FOR PAVEMENT MARKING DETAILS.
6. SEE SHEET CS502 FOR SECURITY FENCE DETAILS.
7. SEE SHEET CS503 FOR SLIDING GATE DETAILS.
8. SEE ELECTRICAL SHEETS FOR ELECTRICAL DETAILS.

SHEET KEYNOTES

1. 747-800 WINGTIP +50'
2. NEW FE6-TWBR-84 FENCE.
3. NEW 40' WIDE CANTILEVER SLIDE GATE
4. NEW BOLLARDS (6 AT EACH LOCATION) INSTALLED AROUND NEW EQUIPMENT.
5. NEW REFLECTIVE YELLOW APRON / TAXIWAY CENTERLINE MARKING.
6. NEW REFLECTIVE YELLOW APRON / TAXIWAY EDGE MARKING.
7. NEW REFLECTIVE YELLOW HYDRANT FUEL PIT MARKING.
8. NEW HEAVY DUTY TRENCH DRAIN
9. NEW CONCRETE HEADWALL
10. NEW STORM DRAIN MANHOLE
11. NEW STORM DRAIN VALVE PIT
12. NEW CONNECTION TO EXISTING TRENCH DRAIN. SEE SHEET CG502 SECTIONS 4 & 5 FOR DETAILS.
13. ADJUST RIM ELEVATION OF THE EXISTING CATCH BASIN. SEE SHEET CG507 FOR DETAILS.
14. NEW STORM DRAIN AREA INLET
15. NEW AIRCRAFT PARKING POSITION MARKING.
16. ADJUST RIM ELEVATION OF EXISTING MONITORING WELLS (CLUSTER OF 4).
17. NEW GROUNDING POINT AND GROUNDING POINT MARKING (TYP.).
18. NEW CONCRETE FLARED END SECTION FOR RCP.

POINT COORDINATES

No.	POINT DESCRIPTION	NORTHING	EASTING
1	FENCE	433,036.02	465,052.83
2	FENCE	433,083.80	464,893.24
3	FENCE	433,026.03	464,717.39
4	FENCE	432,889.63	464,607.75
5	FENCE	432,715.52	464,590.09
6	FENCE	432,431.85	464,729.97
7	FENCE	432,548.26	464,966.39
8	FENCE	432,427.44	465,325.16
9	FENCE	432,476.20	465,535.85
10	FENCE	432,660.32	465,597.08
11	FENCE	432,718.59	465,610.93
12	FENCE	432,782.17	465,474.33
13	FENCE	432,800.29	465,404.97
14	FENCE	432,935.73	465,442.20
15	FENCE	432,699.13	465,495.31
16	FENCE	432,629.20	465,465.86
17	FENCE	432,546.85	465,439.51
18	FENCE	432,498.00	465,379.40
19	FENCE	432,523.57	465,287.20
20	FENCE	432,603.93	465,351.01
21	FENCE	432,658.55	465,378.00
22	FENCE	432,715.12	465,393.89
23	CL MARKING	433,175.87	465,311.57
24	CL MARKING	432,904.79	465,219.52
25	CL MARKING	432,836.05	465,079.95
26	CL MARKING	432,900.83	464,889.50
27	CL MARKING	432,748.11	464,755.39
28	CL MARKING	432,735.97	464,761.36
29	CL MARKING	432,690.23	464,894.85
30	CL MARKING	432,814.30	465,149.66
31	CL MARKING	432,886.46	465,213.29
32	POSITION MARKING	432,789.38	465,098.48
33	POSITION MARKING	432,785.05	465,089.59
34	POSITION MARKING	432,779.70	465,078.73
35	POSITION MARKING	432,775.72	465,070.43
36	POSITION MARKING	432,765.47	465,049.60
37	POSITION MARKING	432,754.29	465,026.91
38	POSITION MARKING	432,749.81	465,017.22
39	HD TRENCH DRAIN	432,649.53	464,975.72
40	HD TRENCH DRAIN	432,589.77	464,853.00
41	CURVE CENTER	432,940.19	465,115.37
42	CURVE CENTER	432,926.68	465,094.94
43	CURVE CENTER	432,796.69	464,854.08
44	CURVE CENTER	432,780.14	464,851.08

US Army Corps of Engineers®

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DESIGNED BY: B. GOLIBER
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SUBMITTED BY: B. FLERE
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ISSUE DATE: MAY 2026
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SITE PLAN

SHEET ID
CS101

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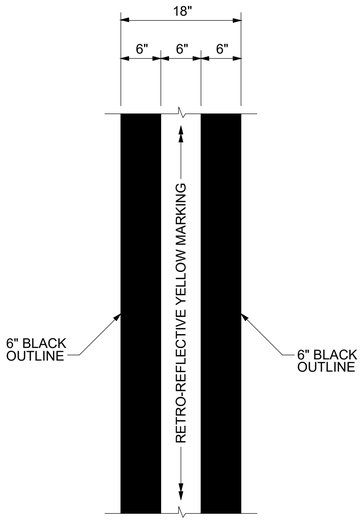
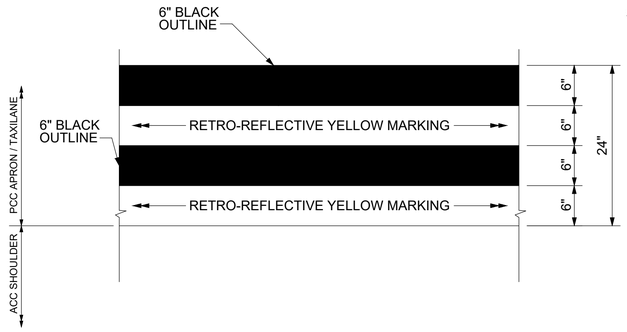


TAXIWAY CENTERLINE MARKING DETAIL

NOT TO SCALE

NOTES:

1. ALL BLACK MARKINGS SHALL BE NON-REFLECTIVE.

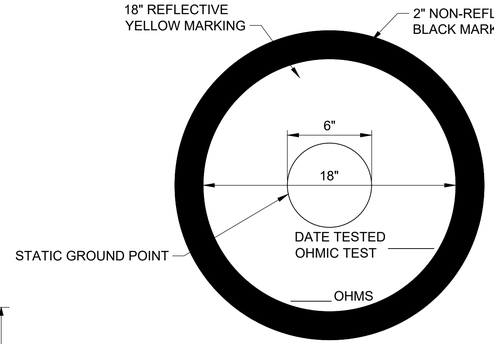


TAXIWAY/APRON EDGE MARKING DETAIL

NOT TO SCALE

NOTES:

1. ALL BLACK MARKINGS SHALL BE NON-REFLECTIVE.



STATIC GROUND MARKING DETAIL 1

NOT TO SCALE

GROUNDING POINT NOTES:

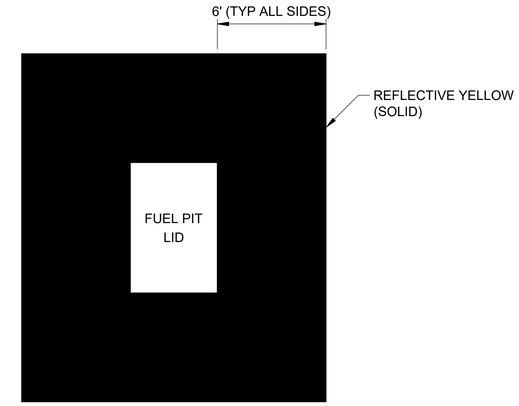
1. ALL LETTERS SHALL BE 1" HIGH.
2. TESTING INFORMATION SHALL BE CENTERED AS SHOWN WITH 3/4" SPACING BETWEEN LINES.

STATIC GROUND MARKING DETAIL 2

NOT TO SCALE

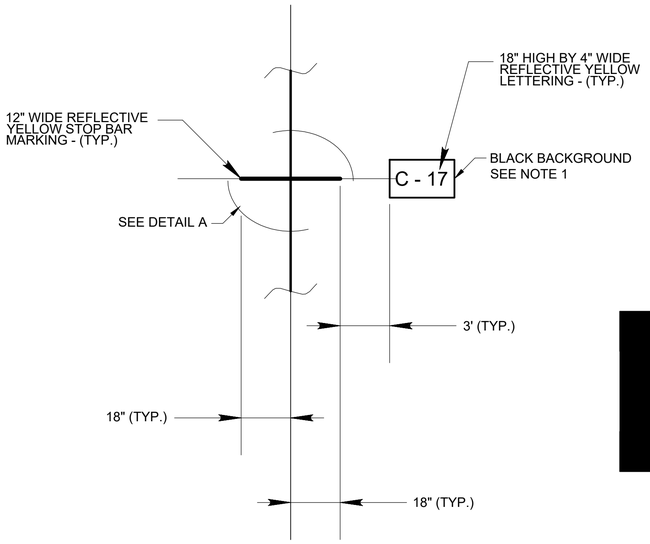
GROUNDING POINT NOTES:

1. LOCATE STATIC GROUND DETAIL 2 6" FROM STATIC GROUND MARKING DETAIL 1.
2. ALL LETTERS SHALL BE 4" HIGH, BLACK AND NON-REFLECTIVE.
3. ALL BACKGROUNDS SHALL BE REFLECTIVE YELLOW.



HYDRANT FUEL PIT MARKING DETAIL

NOT TO SCALE

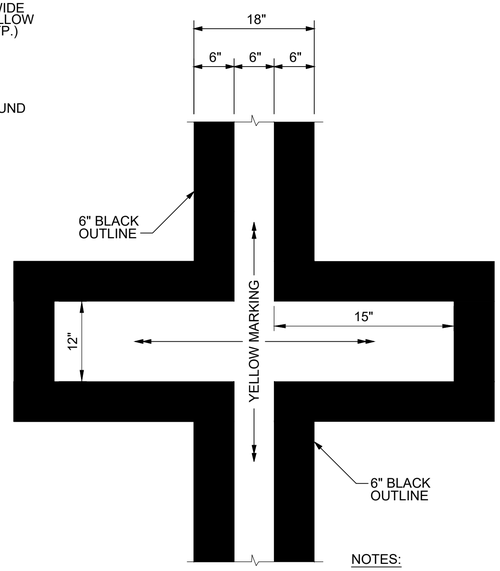


STOP BAR MARKING DETAIL

NOT TO SCALE

NOTES:

1. BLACK BACKGROUND SHALL EXTEND 6" ABOVE, BELOW, LEFT AND RIGHT OF REFLECTIVE YELLOW LETTERING.



DETAIL A

NOT TO SCALE

NOTES:

1. ALL YELLOW MARKINGS SHALL BE REFLECTIVE.
2. ALL BLACK MARKINGS SHALL BE NON-REFLECTIVE.

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PAVEMENT MARKING DETAILS

SHEET ID

CS501

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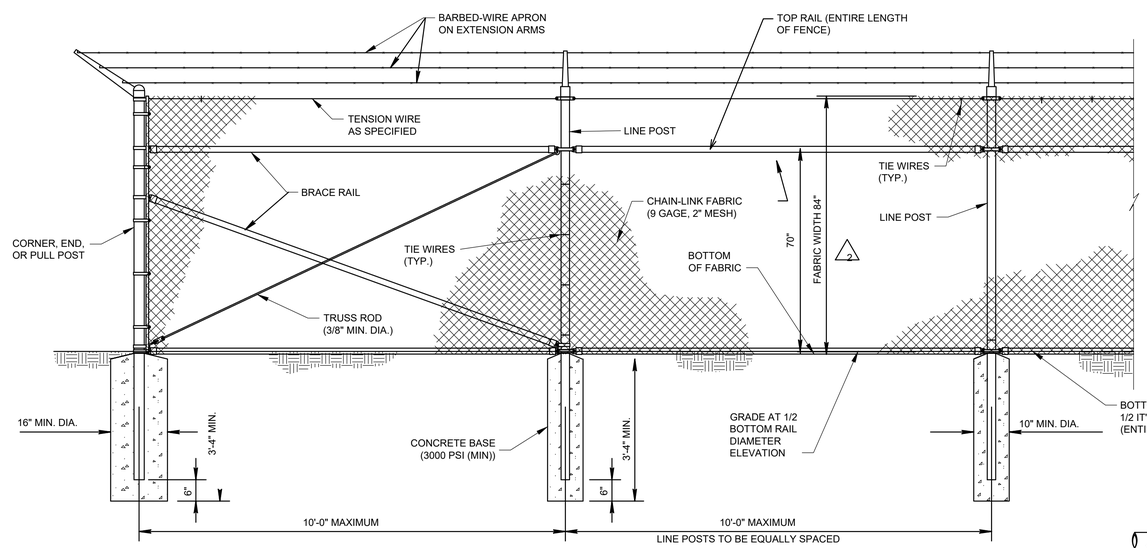

FE6 CHAIN-LINK SECURITY FENCE DETAIL

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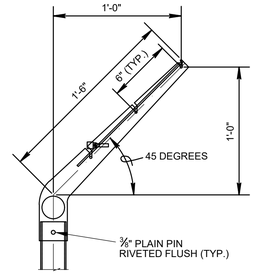
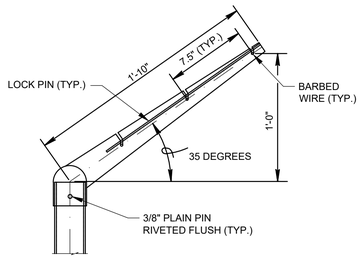


LINE POST



CORNER POST

EXTENSION ARM DETAILS

NO SCALE

STEEL POST SCHEDULE			
USE AND SECTION	MINIMUM OUTSIDE DIMENSIONS (NOMINAL)		
	FABRIC LESS THAN 72"	FABRIC 72" TO 96"	FABRIC OVER 96"
CORNER, END & PULL POSTS			
TUBULAR - ROUND	2.375" O.D.	2.875" O.D.	4.00" O.D.
TUBULAR - SQUARE	2.00" SQ.	2.50" SQ.	3.00" SQ.
C-SECTION (ROLL-FORMED)	3.50" x 3.50"	3.50" x 3.50"	———
LINE POSTS			
TUBULAR - ROUND	1.90" O.D.	2.375" O.D.	2.875" O.D.
H-SECTION	2.25" x 1.70"	2.25" x 1.70"	2.25" x 1.70"
C-SECTION (ROLL-FORMED)	1.875" x 1.625"	2.25" x 1.70"	———
TOP, BOTTOM & BRACE RAILS			
TUBULAR - ROUND	1.66" O.D.		
TUBULAR - SQUARE	1.50" O.D.		
H-SECTION	1.625" x 1.50"		
C-SECTION (ROLL-FORMED)	1.625" x 1.25"		

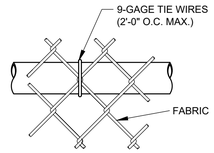
NOTES:

1. DETAILS SHOWN ARE TO CLARIFY REQUIREMENTS AND ARE NOT INTENDED TO LIMIT METHOD OF INSTALLATION TO ONE MANUFACTURER, AS LONG AS THEY COMPLY WITH THE SPECIFICATIONS.
2. WIRE TIES, RAILS, POSTS, AND BRACES SHALL BE CONSTRUCTED ON THE SECURE SIDE OF THE FENCE ALIGNMENT. CHAIN-LINK FABRIC SHALL BE PLACED ON THE OPPOSITE SIDE OF THE SECURE AREA.
3. UNLESS OTHERWISE SHOWN OR SPECIFIED, ALL FE6 FENCE SHALL HAVE APRON EXTENDED OUTWARD FROM THE AREA BEING PROTECTED.
4. SEE PLAN SHEETS FOR HEIGHT OF CHAIN LINK FABRIC, WIRE AND RAIL REQUIREMENTS PER LEGEND BELOW.

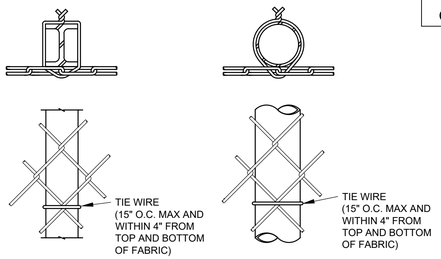
FENCE LEGEND:

TYPE FE5 - CHAIN-LINK FENCE WITHOUT BARBED-WIRE APRON
TYPE FE6 - CHAIN-LINK FENCE W/BARBED-WIRE ON SINGLE OUTRIGGER
TYPE FE7 - CHAIN-LINK FENCE W/BARBED-WIRE ON DOUBLE OUTRIGGER
TYPE FE8 - CHAIN-LINK FENCE W/BARBED-WIRE AND BARBED-TAPE ON DOUBLE OUTRIGGER
TR - FENCE WITH TOP RAIL AND TENSION WIRE AT BOTTOM
TBR - FENCE WITH TOP AND BOTTOM RAILS
TWB - TENSION WIRE TOP AND BOTTOM
TWBR - FENCE WITH TOP TENSION WIRE AND BOTTOM RAIL
FINAL NUMBER IS FABRIC WIDTH IN INCHES

NOTE:
ALL NEW FENCE SHALL BE FE6-TWBR-84.
-CHAIN-LINK SECURITY FENCE WITH BARBED-WIRE ON SINGLE OUTRIGGER
-TOP TENSION WIRE AND BOTTOM RAIL
- 84" FABRIC WIDTH

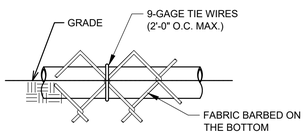


TOP OR BRACE RAIL ATTACHMENT

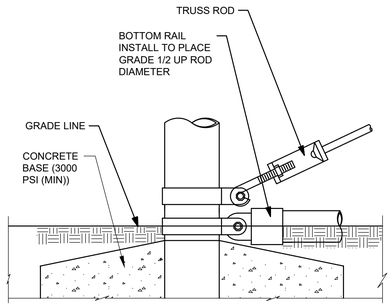


H-BEAM ROUND POST

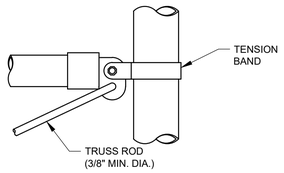
LINE POST ATTACHMENTS



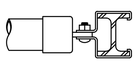
BOTTOM RAIL ATTACHMENT



TRUSS ROD AND BAND

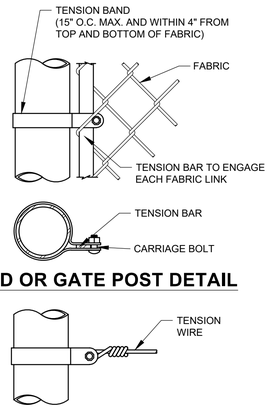


ROUND POST



H-BEAM

BRACE RAIL CLAMP DETAILS

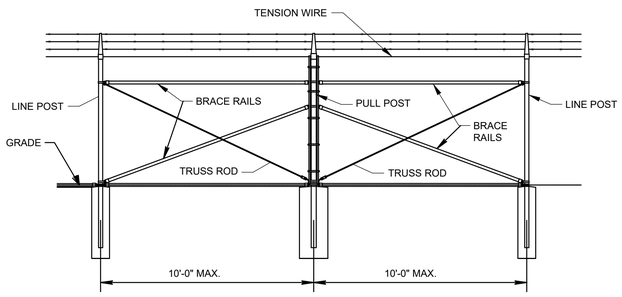


END OR GATE POST DETAIL

TENSION BAND DETAIL

FASTENING DETAILS

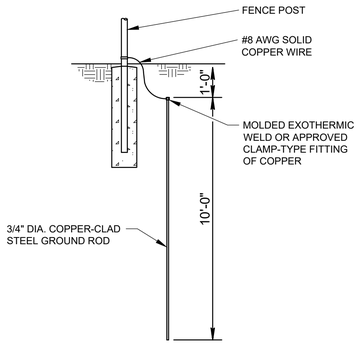
NO SCALE



BRACE PANEL DETAIL

NO SCALE

NOTE:
PROVIDE BRACE PANEL WHENEVER STRAIGHT RUNS EXCEED 500 FEET.



GROUNDING DETAIL

NO SCALE

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DESIGNED BY: B. GOLIBER
DRAWN BY: B. GOLIBER
CHECKED BY: K. HALL
SUBMITTED BY: B. FLEREK
SIZE: ANSI D
ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05
FILE NAME: NJ05_CS501.dwg

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

U.S.ARMY CORPS OF ENGINEERS
OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA, NEBRASKA 68102

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

FE6 CHAIN LINK FENCE DETAILS

SHEET ID
CS502

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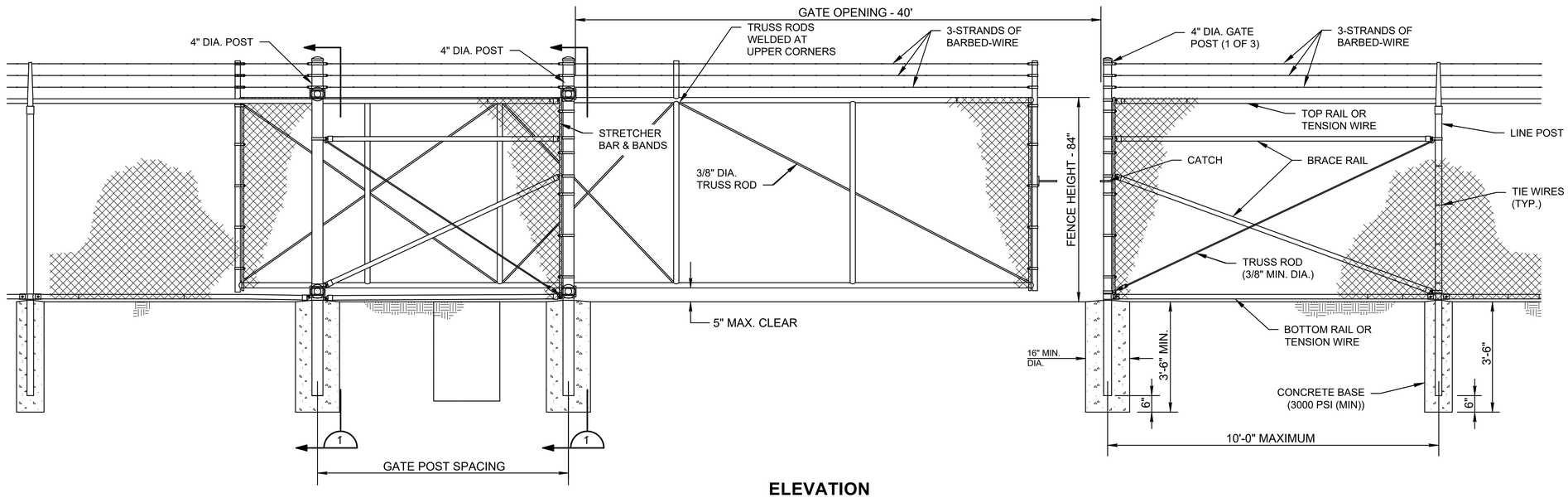

ELEVATION
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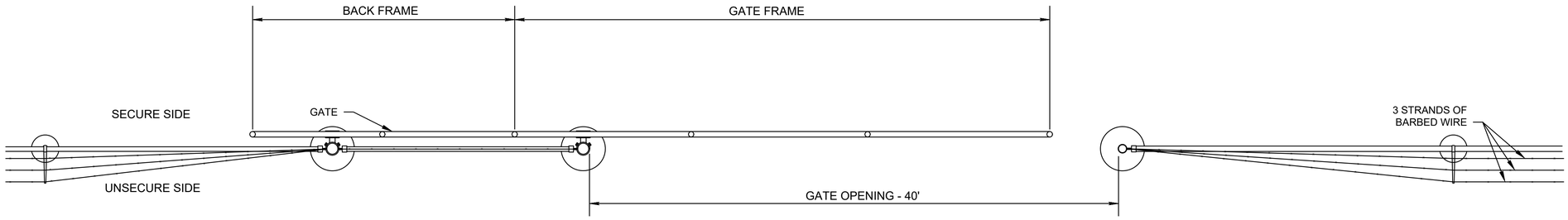
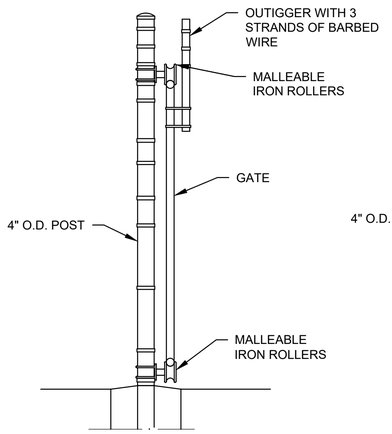
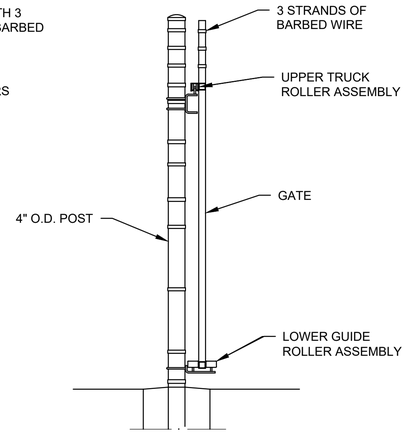


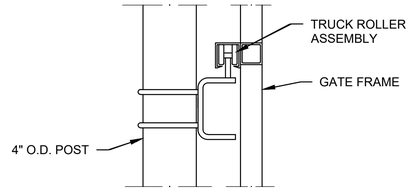
PLAN
NO SCALE



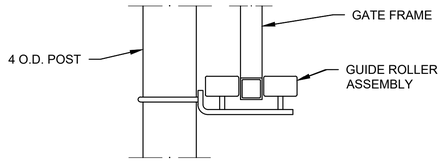
EXTERNAL ROLLERS PLAN
SECTION 1



INTERNAL ROLLERS



UPPER TRUCK ROLLER ASSEMBLY
NO SCALE



LOWER GUIDE ROLLER ASSEMBLY
NO SCALE

NOTES:
1. CANTILEVERED SLIDE GATES SHALL CONFORM TO ASTM F1184.
2. GATE FRAMES SHALL BE EITHER ZINC-COATED STEEL OR ALUMINUM ALLOY.
3. ROLLERS SHALL BE EITHER INTERNAL OR EXTERNAL.
4. DETAILS SHOWN ARE TO CLARIFY REQUIREMENTS AND ARE NOT INTENDED TO LIMIT OTHER TYPES OF GATE SECTIONS AND METHODS OF INSTALLATION.

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CHECKED BY: K. HALL
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FE6 SLIDE GATE DETAILS

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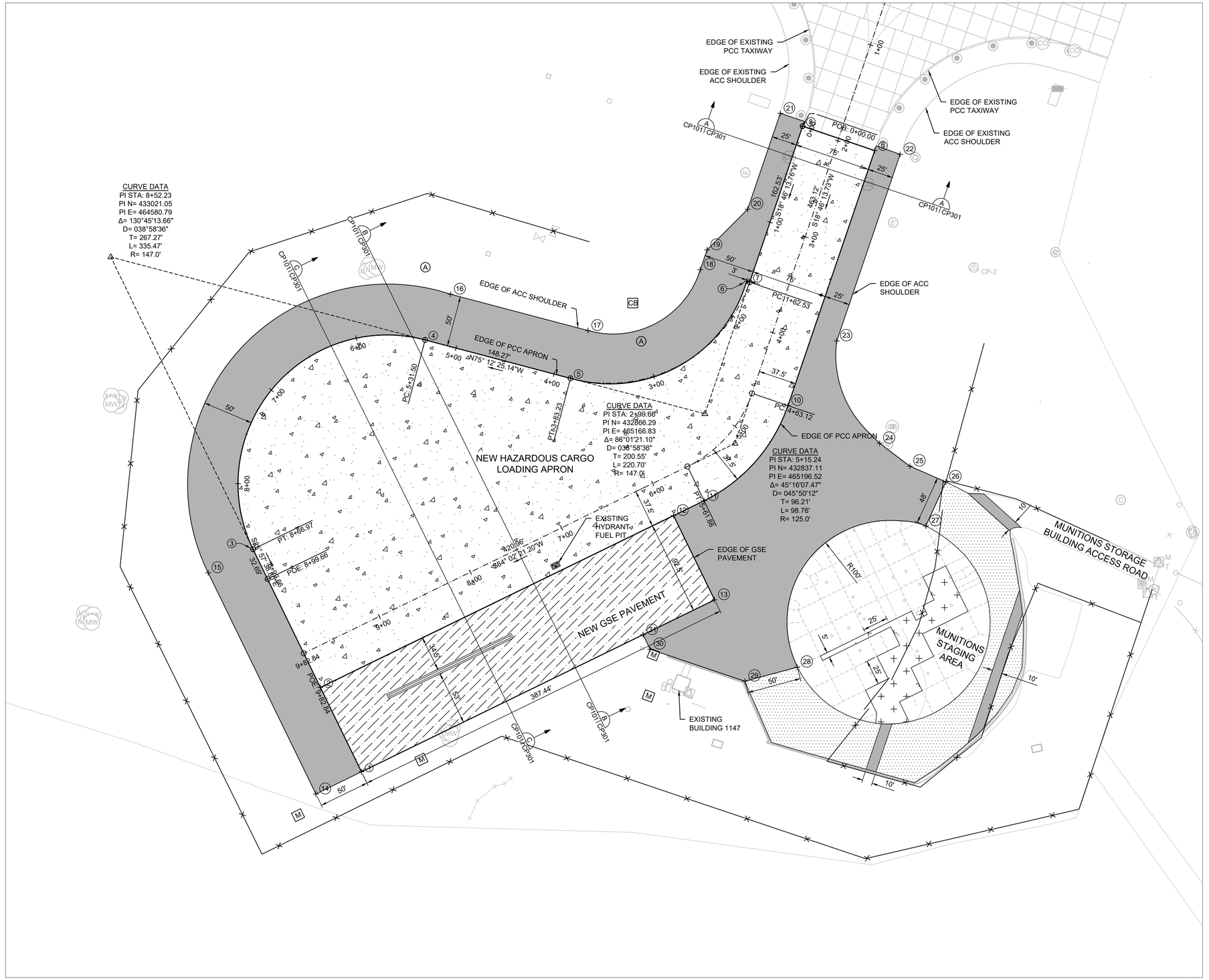

A1 PAVING AND GEOMETRIC PLAN

SCALE: 1"=50'

GENERAL SHEET NOTES

1. THE CONTRACTOR MAY SUBSTITUTE AGGREGATE BASE COURSE FOR THE SUBBASE COURSE MATERIAL.
2. PRIOR TO PLACING THE GILSONITE MODIFIED ASPHALT EMULSION-HEAVY SEAL COAT, SEAL ALL EXISTING CRACKS AND JOINTS IN THE ASPHALT. SEE SHEET CP507 FOR ACC CRACK SEAL DETAILS AND SPECIFICATION 32 01 17.61 FOR ADDITIONAL INFORMATION..

LEGEND

- NEW 4" ACC / 6" AGGREGATE BASE COURSE / 6" SUBBASE COURSE / 8" PORTLAND CEMENT-STABILIZED SUBGRADE (SHOULDER / GOV PAVEMENT)
- NEW 19" PCC / 6" CEMENT TREATED BASE COURSE / 8" PORTLAND CEMENT-STABILIZED SUBGRADE (HCLA PAVEMENT)
- NEW 12" PCC / 7" CEMENT TREATED BASE COURSE/ 8" PORTLAND CEMENT-STABILIZED SUBGRADE (GSE PAVEMENT)
- NEW 13.5" PCC / COMPACTED BASE COURSE
- BASE BID - GILSONITE MODIFIED ASPHALT EMULSION-HEAVY SEAL COAT OPTION - 5" ACC OVERLAY

PAVEMENT COORDINATES

No.	POINT DESCRIPTION	NORTHING	EASTING
1	EDGE OF PCC	432,513.14	464,828.09
2	EDGE OF PCC	432,596.30	464,787.59
3	EDGE OF PCC	432,732.68	464,721.19
4	EDGE OF PCC	432,939.16	464,890.89
5	EDGE OF PCC	432,901.30	465,034.24
6	EDGE OF PCC	432,997.09	465,208.12
7	EDGE OF PCC	432,996.13	465,210.96
8	EDGE OF PCC	433,149.99	465,263.34
9	EDGE OF PCC	433,126.07	465,334.42
10	EDGE OF PCC	432,874.39	465,248.80
11	EDGE OF PCC	432,780.58	465,166.08
12	EDGE OF PCC	432,765.91	465,135.94
13	EDGE OF PCC	432,682.74	465,176.43
14	EDGE OF ACC	432,491.25	464,783.14
15	EDGE OF ACC	432,709.46	464,676.89
16	EDGE OF ACC	432,984.26	464,915.94
17	EDGE OF ACC	432,948.45	465,051.53
18	EDGE OF ACC	433,008.48	465,162.32
19	EDGE OF ACC	433,028.00	465,168.96
20	EDGE OF ACC	433,068.13	465,209.00
21	EDGE OF ACC	433,162.80	465,241.20
22	EDGE OF ACC	433,122.28	465,359.45
23	EDGE OF ACC	432,938.14	465,296.87
24	EDGE OF ACC	432,837.22	465,339.22
25	EDGE OF ACC	432,814.64	465,369.07
26	EDGE OF ACC	432,799.07	465,404.52
27	EDGE OF ACC	432,755.65	465,384.77
28	EDGE OF ACC	432,616.32	465,257.94
29	EDGE OF ACC	432,602.45	465,206.30
30	EDGE OF ACC	432,633.99	465,112.84
31	EDGE OF ACC	432,648.37	465,105.84

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CHECKED BY: K. HALL
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ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05
FILE NAME: NJ05_CP101.dwg

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PAVING AND GEOMETRIC PLAN

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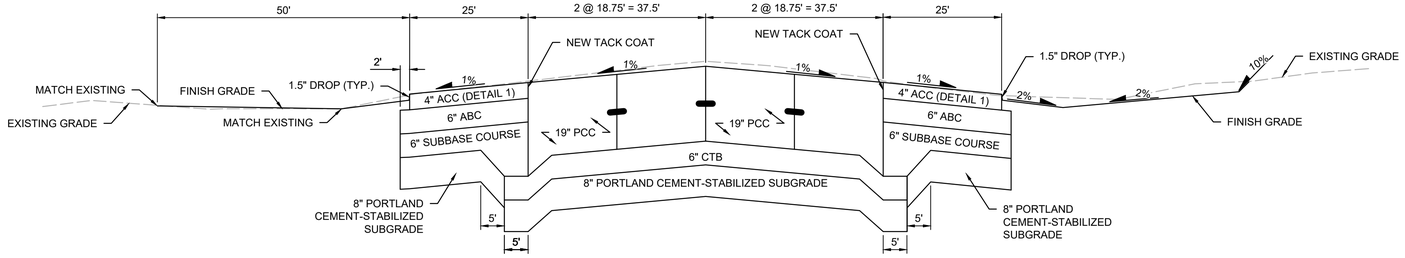
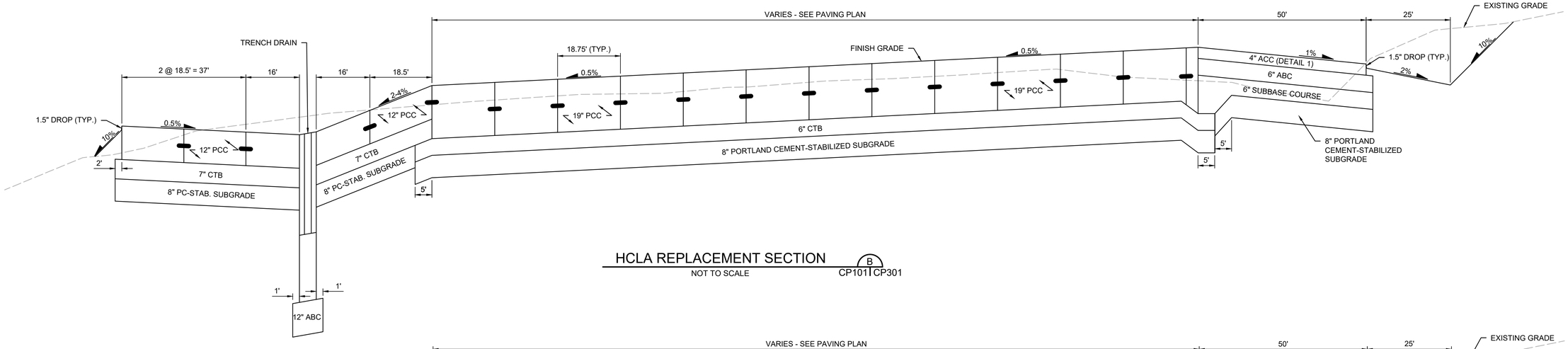


TAXIWAY REPLACEMENT SECTION (A)

NOT TO SCALE

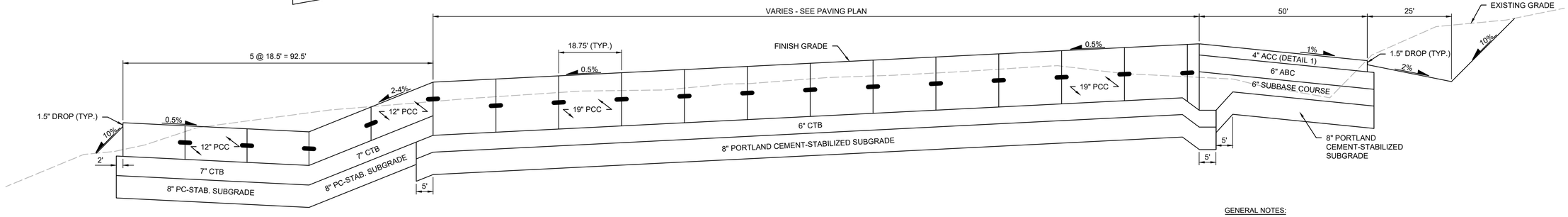
CP101 | CP301



HCLA REPLACEMENT SECTION (B)

NOT TO SCALE

CP101 | CP301



HCLA REPLACEMENT SECTION (C)

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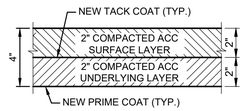
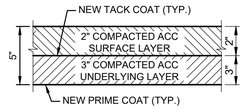
CP101 | CP301



DETAIL 1



DETAIL 2

GENERAL NOTES:

1. IN AREAS WHERE THE NEW PAVEMENT THICKNESS IS GREATER THAN THE EXISTING PAVEMENT REMOVED, REMOVE EXISTING MATERIAL AS NECESSARY TO CONSTRUCT THE NEW PAVEMENT SECTION.

2. IN AREAS WHERE THE NEW PAVEMENT THICKNESS IS LESS THAN THE EXISTING PAVEMENT SECTION REMOVED, PLACE AND COMPACT SUBBASE COURSE MATERIAL .

3. ALL DISTURBED AREAS NOT TO BE PAVED, TO BE TOPSOILED WITH 4" OF TOPSOIL AND SEEDED.

4. PRIME COAT REQUIRED ON AGGREGATE BASE COURSE.

5. NEW 4-INCH THICK COMPACTED ASPHALT PAVEMENT AREAS SHALL BE CONSTRUCTED WITH TWO LIFTS OF COMPACTED ASPHALT AS SHOWN ON DETAIL 1 ON THIS SHEET. THE INITIAL UNDERLYING LAYER SHALL HAVE A COMPACTED LIFT THICKNESS OF 2-INCHES. THE TOP WEARING SURFACE LAYER SHALL HAVE A COMPACTED LIFT THICKNESS OF 2-INCHES.

6. NEW 5-INCH THICK COMPACTED ASPHALT PAVEMENT AREAS SHALL BE CONSTRUCTED WITH TWO LIFTS OF COMPACTED ASPHALT AS SHOWN ON DETAIL 2 ON THIS SHEET. THE INITIAL UNDERLYING LAYER SHALL HAVE A COMPACTED LIFT THICKNESS OF 3-INCHES. THE TOP WEARING SURFACE LAYER SHALL HAVE A COMPACTED LIFT THICKNESS OF 2-INCHES.

7. REFERENCE SPECIFICATION 31 00 00 EARTHWORK FOR SUBGRADE COMPACTION REQUIREMENTS OF THE NON-STABILIZED SUBGRADE.

8. THE CONTRACTOR HAS THE OPTION TO REPLACE THE SUBBASE COURSE MATERIAL WITH AGGREGATE BASE COURSE MATERIAL.

LEGEND:

ACC	ASPHALT CEMENT CONCRETE
PCC	PORTLAND CEMENT CONCRETE
ABC	AGGREGATE BASE COURSE

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PAVEMENT REPLACEMENT SECTIONS

SHEET ID

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GENERAL SHEET NOTES

1. PRIOR TO BEGINNING ANY WORK, VERIFY THE EXISTING PIT ELEVATION SHOWN. IF THE EXISTING ELEVATION OF THE PIT VARIES MORE THAN 0.04' FROM THAT SHOWN, NOTIFY THE DOR, THROUGH THE CONTRACTING OFFICER, SO THAT FINISHED GRADES CAN BE ADJUSTED AS NECESSARY.

2. SEE SHEET CP501 FOR JOINT DETAILS.

3. SEE SHEET CP502 FOR JOINT SEALANT DETAILS.

4. ENTIRE SLAB TO BE REINFORCED. SEE SHEET CP503 FOR REINFORCEMENT DETAILS, INCLUDING ADDITIONAL HYDRANT FUEL PIT CORNER REINFORCEMENT.

5. SEE SHEET CP504 FOR HYDRANT FUEL PIT SURFACE DRAINAGE DETAILS

6. NO CHANGE IN JOINTING PATTERNS SHALL BE MADE WITHOUT WRITTEN APPROVAL OF THE DESIGNER OF RECORD.

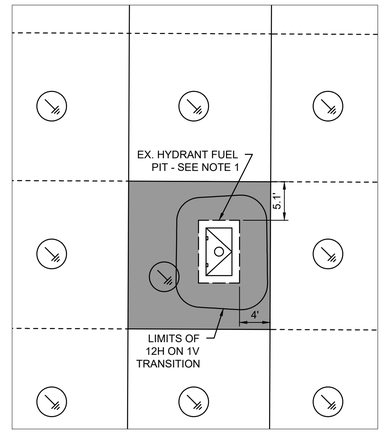
7. ALL STRUCTURES WITHIN THE NEW HCLA PCC PAVEMENT AREA SHALL BE INSTALLED WITH A THICKENED EDGE EXPANSION JOINT SURROUNDING THE STRUCTURES.

8. ALL GROUNDING POINTS ARE LOCATED IN THE CENTER OF THE SLAB. SEE SHEET CP505 FOR GROUNDING POINT DETAILS.

LEGEND

- D — DOWELED CONSTRUCTION JOINT
- C — SAWED CONTRACTION JOINT
- H — DOWELED SAWED CONTRACTION JOINT
- E — THICKENED EDGE EXPANSION JOINT
- T — THICKENED EDGE BUTT JOINT
- B — BUTT JOINT
- I — SEE SHEET CP506 FOR JOINT DETAIL
- ROUTE AND SEAL EXISTING JOINT
- REINFORCED SLAB - SEE NOTE 3
- NEW GROUNDING POINT - SEE NOTE 8
- EXISTING HYDRANT FUEL PIT

A1 JOINT LAYOUT PLAN
SCALE: 1"=50'



HCLA EXISTING HYDRANT FUEL PIT
EX. PIT LID ELEV. = 112.25'
10 0 10 20
SCALE IN FEET

US Army Corps of Engineers®

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DESIGNED BY:	B. GOLIBER
DRAWN BY:	B. GOLIBER
CHECKED BY:	K. HALL
SUBMITTED BY:	S. KLEKE
SIZE: ANSI D	
ISSUE DATE:	MAY 2026
SOLICITATION NO.:	W912DS26BA020
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JOINT LAYOUT PLAN

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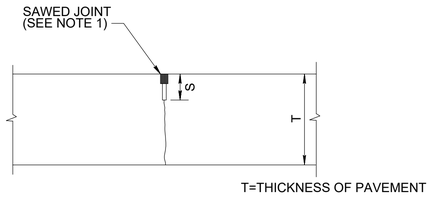
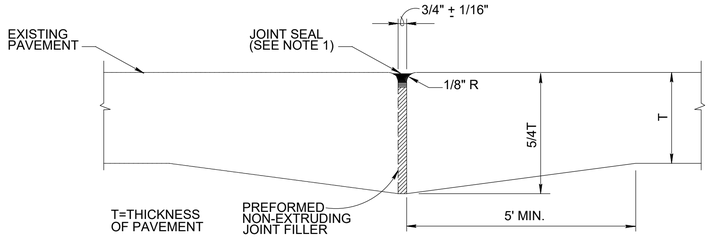


S = DEPTH OF INITIAL SAWCUT, SEE TABLE 1 ON SHEET CP502 FOR DIMENSIONS.

SAWED CONTRACTION JOINT

NOT TO SCALE

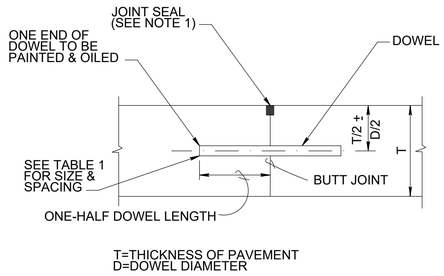


THICKENED EDGE EXPANSION JOINT (NEW TO EXISTING PAVEMENT)

NOT TO SCALE

TABLE 1			
PAVEMENT THICKNESS	MAXIMUM DOWEL SPACING	MINIMUM DOWEL LENGTH	TYPE OF DOWEL
12" - 13.5"	15"	20"	1-1/4 INCH BAR
19"	18"	20"	1-1/4 INCH BAR

NOTE: WHEN DOWELS ARE REQUIRED BETWEEN PAVEMENTS OF DIFFERING THICKNESS, DOWELS SHALL BE SIZED FOR THE THINNER PAVEMENT, AND PLACED AT T/2 ± D/2 OF THE THINNER PAVEMENT.

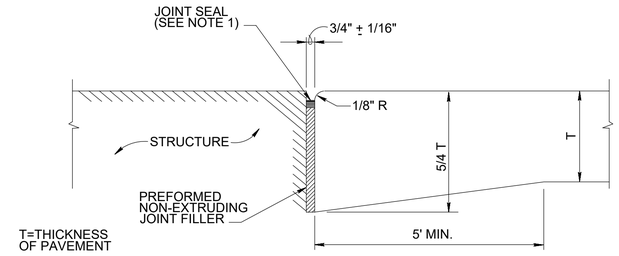


T=THICKNESS OF PAVEMENT
D=DOWEL DIAMETER

DOWELED TRANSVERSE OR LONGITUDINAL CONSTRUCTION JOINT (NEW PAVEMENT BOTH SIDES)

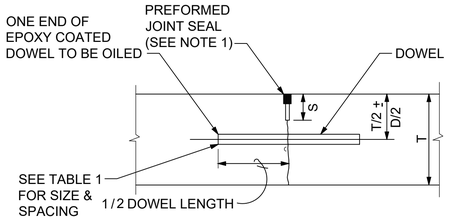
NOT TO SCALE

NOTE: WHEN THICKENED EDGE JOINTS ARE REQUIRED BETWEEN PAVEMENTS OF DIFFERING THICKNESSES, THE PREFORMED JOINT FILL SHALL EXTEND TO A DEPTH EQUAL TO THE THINNEST THICKENED EDGE.



THICKENED EDGE EXPANSION JOINT (PAVEMENT TO STRUCTURE)

NOT TO SCALE

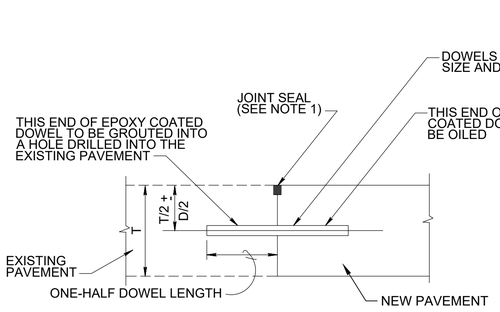


S = DEPTH OF INITIAL SAWCUT, SEE TABLE 1 ON SHEET CP502 FOR DIMENSIONS.

T=THICKNESS OF PAVEMENT
D=DOWEL DIAMETER

DOWELED SAWED CONTRACTION JOINT

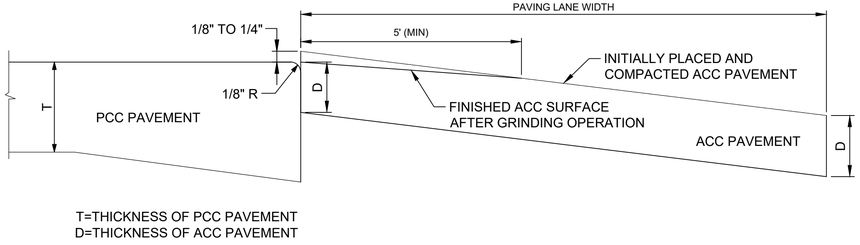
NOT TO SCALE



T=THICKNESS OF PAVEMENT
D=DOWEL DIAMETER

DOWELED TRANSVERSE OR LONGITUDINAL CONSTRUCTION JOINT (NEW TO EXISTING PAVEMENT)

NOT TO SCALE

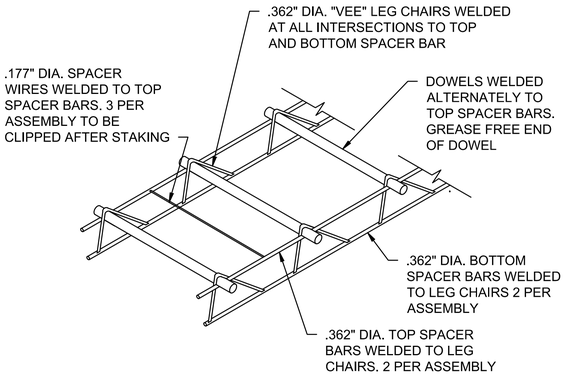


T=THICKNESS OF PCC PAVEMENT
D=THICKNESS OF ACC PAVEMENT

PCC - ACC JOINT INTERFACE DETAIL

NOT TO SCALE

NOTE: SEE SPECIFICATION SECTION 32 12 15.13, FOR REQUIRED CONSTRUCTION TECHNIQUE WHERE NEW ACC PAVEMENT ABUTS NEW PCC PAVEMENT.

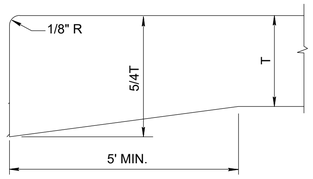


DOWEL BASKET ASSEMBLY DETAIL

NOT TO SCALE

NOTE: 1. SECURELY HOLD THE BASKET ASSEMBLIES IN THE PROPER LOCATION BY MEANS OF SUITABLE PINS OR ANCHORS. DO NOT CUT OR CRIMP THE DOWEL BASKET TIRE WIRES.

(T = THICKNESS OF PAVEMENT, D = DOWEL DIAMETER).



THICKENED EDGE BUTT JOINT

NOT TO SCALE

BUTT JOINT

NOT TO SCALE

NOTE:

1. SEE SHEET CP502 FOR JOINT SEALANT DETAILS.
2. SEE SHEET CP503 FOR PAVEMENT REINFORCEMENT DETAILS.

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SUBMITTED BY: B. FLERE
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ISSUE DATE: MAY 2026
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CONTRACT NO.: +XXXXXX-XX-X-XXXX
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FILE NAME: NJ05_CP501.dwg

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JOINT DETAILS

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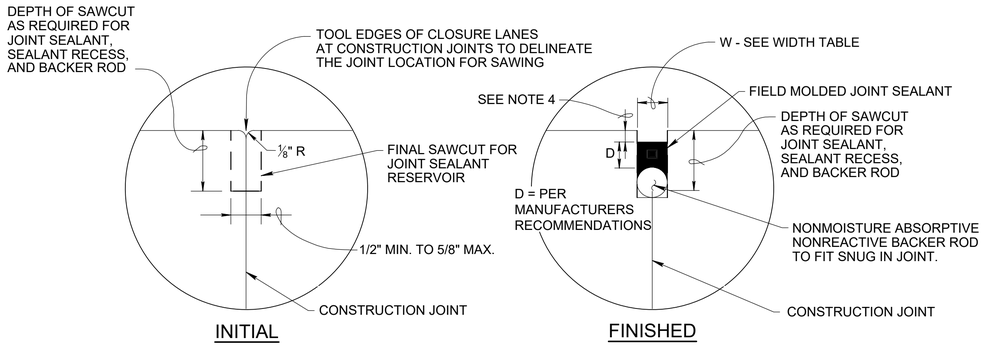
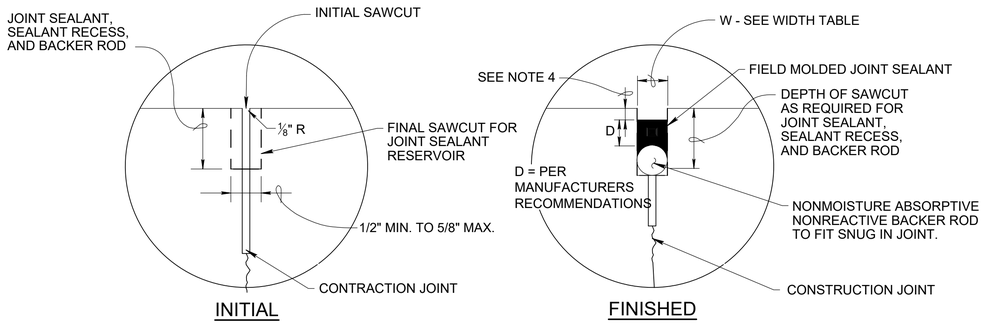


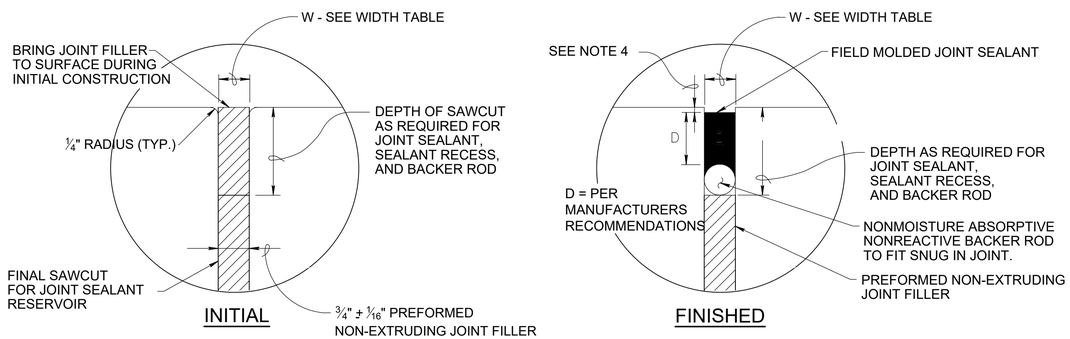
L1 FIELD MOLDED CONSTRUCTION JOINT SEAL DETAILS

SCALE: NTS



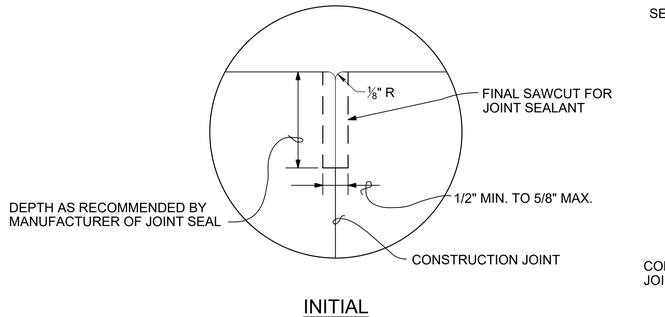
G1 FIELD MOLDED CONTRACTION JOINT SEAL DETAILS

SCALE: NTS



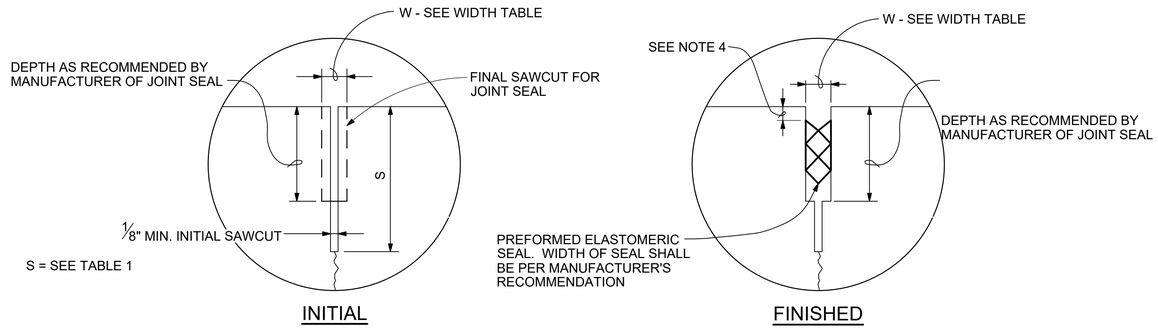
C1 FIELD MOLDED EXPANSION JOINT SEAL DETAILS

SCALE: NTS



L11 CONSTRUCTION JOINT PREFORMED SEALANT DETAILS

SCALE: NTS



G11 CONTRACTION JOINT PREFORMED SEALANT DETAILS

SCALE: NTS

TABLE 1	
PAVEMENT THICKNESS	DEPTH OF INITIAL SAWCUT - S
12" - 18"	3"
19"	3.25"

JOINT SEALANT WIDTH TABLE							
	CONTRACTION JOINT NEW TO NEW	CONTRACTION JOINT EXISTING TO EXISTING	CONSTRUCTION JOINT NEW TO NEW	CONSTRUCTION JOINT NEW TO EXISTING	CONSTRUCTION JOINT EXISTING TO EXISTING	EXPANSION JOINTS NEW TO NEW	EXPANSION JOINTS NEW TO EXISTING
W=	½" MIN TO ⅝" MAX	⅝" MIN TO 1" MAX	½" MIN TO ⅝" MAX	⅝" MIN TO ¾" MAX	⅝" MIN TO 1" MAX	¾" ± 1/16"	¾" TO 1" (MAX)

NOTES:

1. THESE JOINT SEALANT DETAILS ARE APPLICABLE FOR BOTH NEW AND RESEALED JOINTS.
2. ALL EXISTING JOINTS ON HCLA 2 SHALL HAVE THE EXISTING JOINT SEALANT REMOVED AND REPLACED WITH NEW JOINT SEALANT. ALL JOINTS ON THE HCLA 2 PAD SHALL BE SEALED WITH FIELD MOLDED JOINT SEALANT.
3. EXISTING JOINTS THAT ARE TO BE RESEALED SHALL HAVE THE EXISTING SEALANT REMOVED AND THE JOINTS CUT AND CLEANED IN ACCORDANCE WITH SPECIFICATION SECTION 32 01 19.61.
4. PLACE THE JOINT SEAL TO A DEPTH OF $\frac{3}{16}$", PLUS OR MINUS $\frac{1}{16}$", BELOW THE PAVEMENT SURFACE EXCEPT WHEN THE JOINT HAS A RADIUS AT THE SURFACE, OR UNLESS OTHERWISE DIRECTED. FOR JOINTS WITH A RADIUS AT THE SURFACE, INSTALL THE JOINT SEALANT AT A DEPTH OF $\frac{3}{16}$", PLUS OR MINUS $\frac{1}{8}$", BELOW THE BOTTOM OF THE EDGE OF THE RADIUS. DO NOT PERMIT THE SEAL TO PROJECT ABOVE THE SURFACE OF THE PAVEMENT OR ABOVE THE RADIUS.
5. ALL NEW PCC PAVEMENT SHALL BE SEALED WITH PREFORMED COMPRESSION JOINT SEALANTS WITH THE FOLLOWING EXCEPTIONS: NEW PCC TO EXISTING PCC; NEW PCC TO NEW CONCRETE STRUCTURES; AND NEW PCC TO NEW OR EXISTING PCC EXPANSION JOINTS SHALL BE SEALED WITH FIELD MOLDED JOINT SEALANT.
6. DEPTH OF FINAL SAWCUT FOR JOINT RESERVOIR SHALL TAKE INTO CONSIDERATION THE DEPTH OF SEAL INSTALLATION FROM TOP OF PAVEMENT.

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JOINT SEALANT DETAILS

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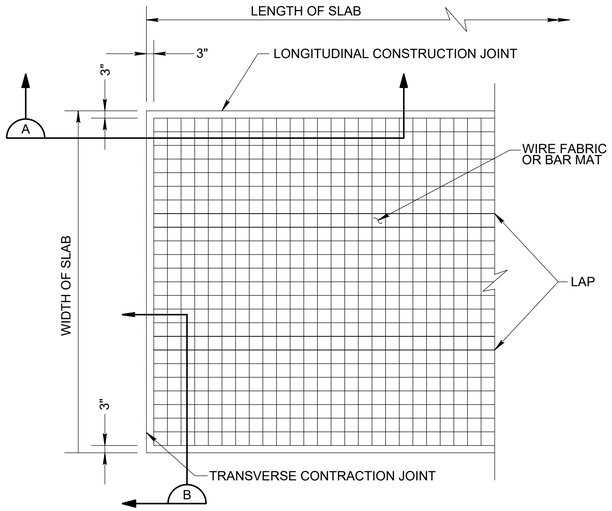
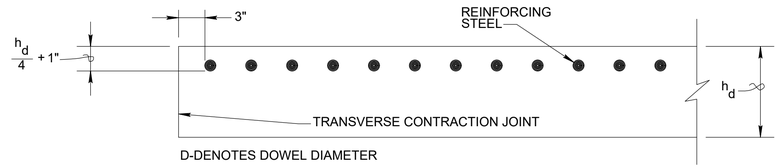


DETAIL OF SLAB REINFORCEMENT

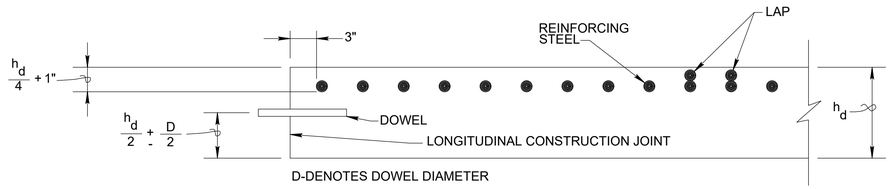
NOT TO SCALE

NOTE:

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

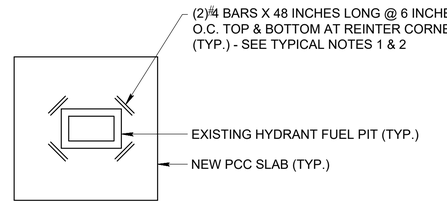


SECTION A



SECTION B

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

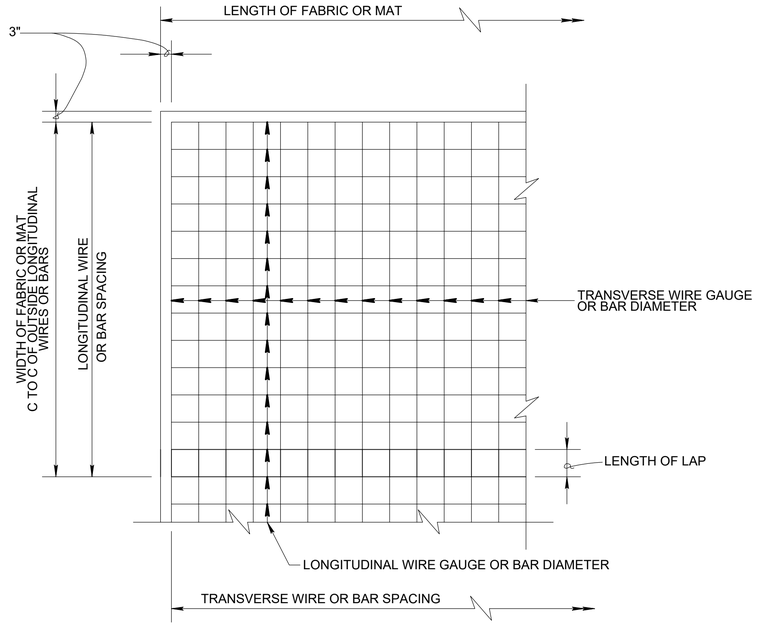


TYPICAL NOTES:

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

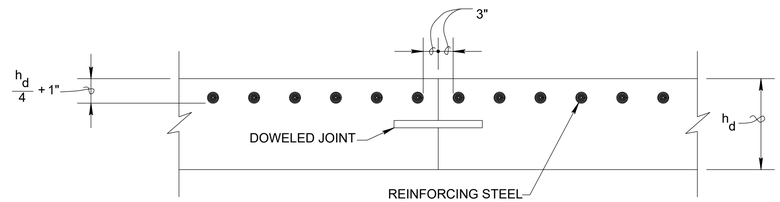


DETAIL OF WIRE FABRIC OR BAR MAT

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 MARKED WITH R ON THE JOINT LAYOUT 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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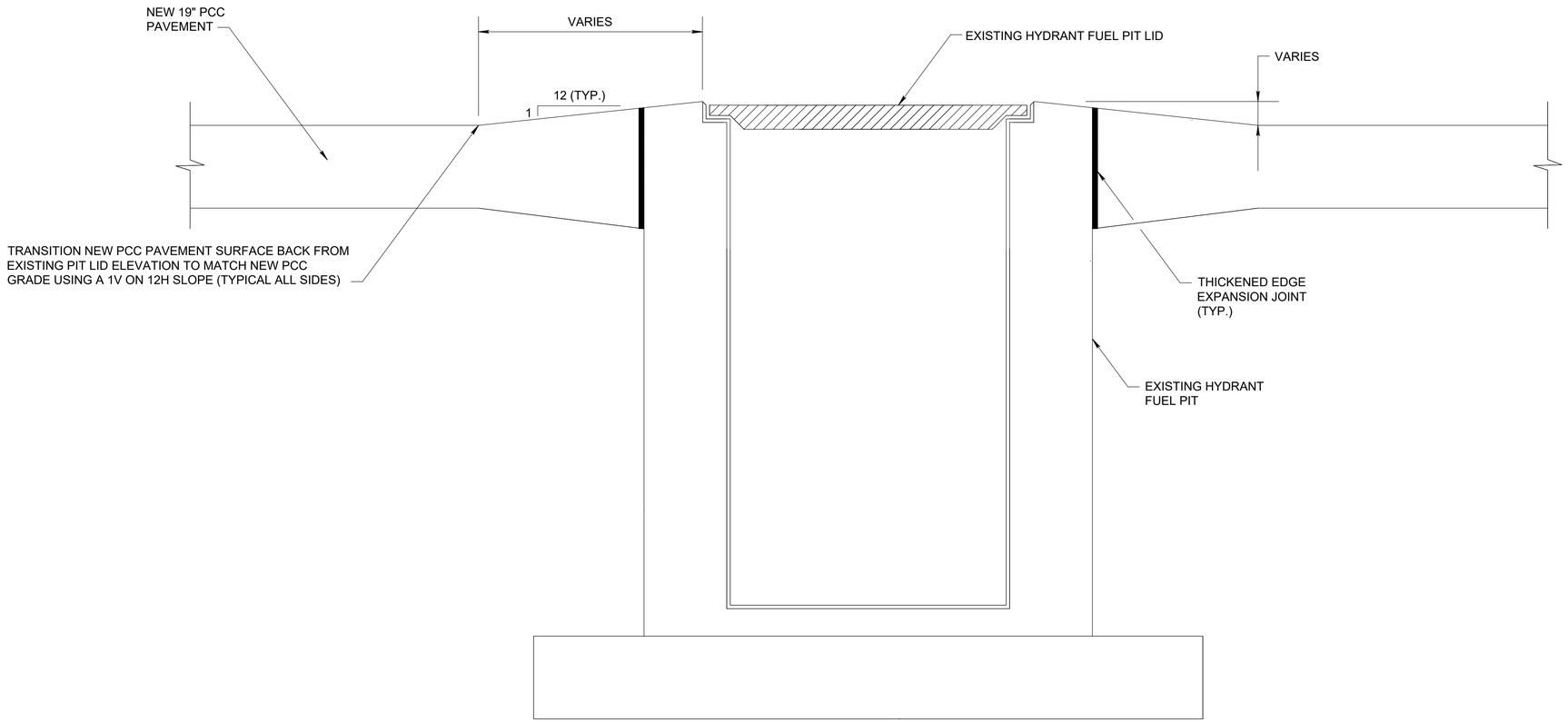

HYDRANT FUEL PIT SURFACE DRAINAGE DETAIL

NO SCALE

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HYDRANT FUEL PIT SURFACE DRAINAGE DETAIL

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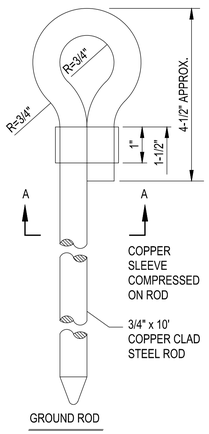
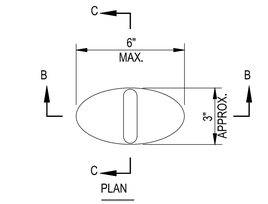
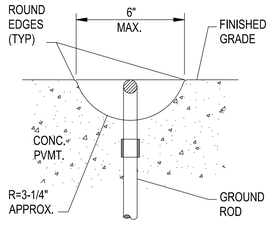
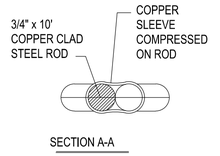


NOTE:
GROUNDING POINTS ARE NOT DESIGNED AS AIRCRAFT THRUST ANCHORS.

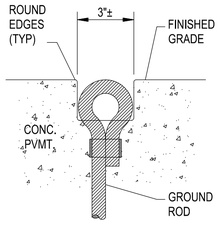




SECTION B-B



SECTION A-A



SECTION C-C

GROUNDING POINT DETAIL

GROUNDING POINT NOTES:

1. STATIC GROUNDS SHALL BE INSTALLED AFTER CONCRETE HAS BEEN PLACED. THE CONCRETE SHALL BE BORED WITH A 9" DIAMETER CORE TO FULL DEPTH. THE GROUND ROD SHALL BE INSTALLED IN THE CENTER OF THE HOLE AND THEN THE HOLE SHALL BE FILLED WITH THE PCC MIX DESIGN, APPROVED BY THE COR, AND FORMED AROUND THE GROUND ROD AS SHOWN.
2. GROUNDING POINTS SHALL BE LOCATED A MINIMUM OF TWO FEET FROM ANY PAVEMENT JOINT.
3. GROUNDING POINTS SHALL PROVIDE A RESISTANCE OF NO MORE THAN 10,000 OHMS.
4. EACH GROUNDING POINT SHALL BE RECORDED IN A BOOKLET TO BE PROVIDED TO THE AIRFIELD MANAGER. THE TEST DATE, RESISTANCE AND LOCATION SHALL BE RECORDED FOR EACH STATIC GROUND.
5. SEE SHEET CS501 FOR STATIC GROUND MARKING DETAILS.

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STATIC GROUND POINT DETAILS

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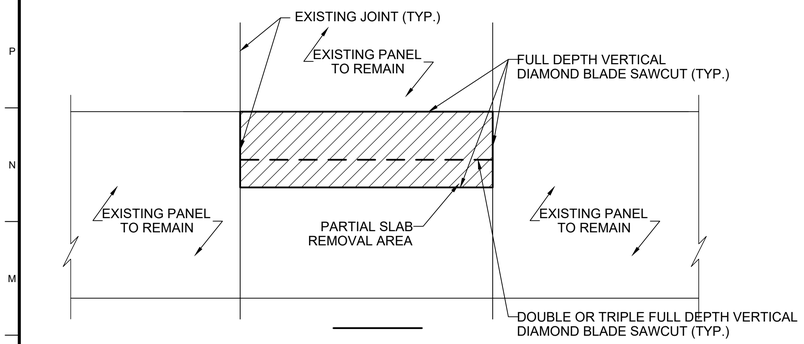
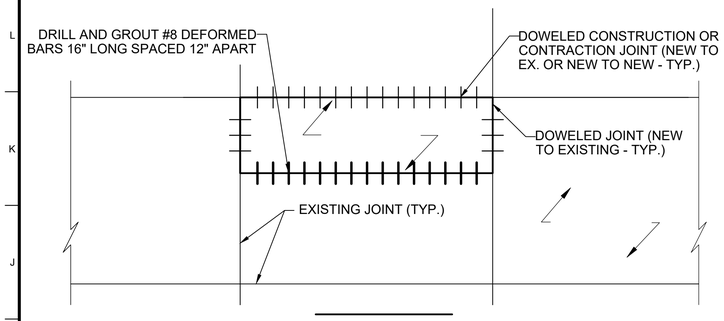




FULL DEPTH PARTIAL SLAB REPAIR DETAIL (A)

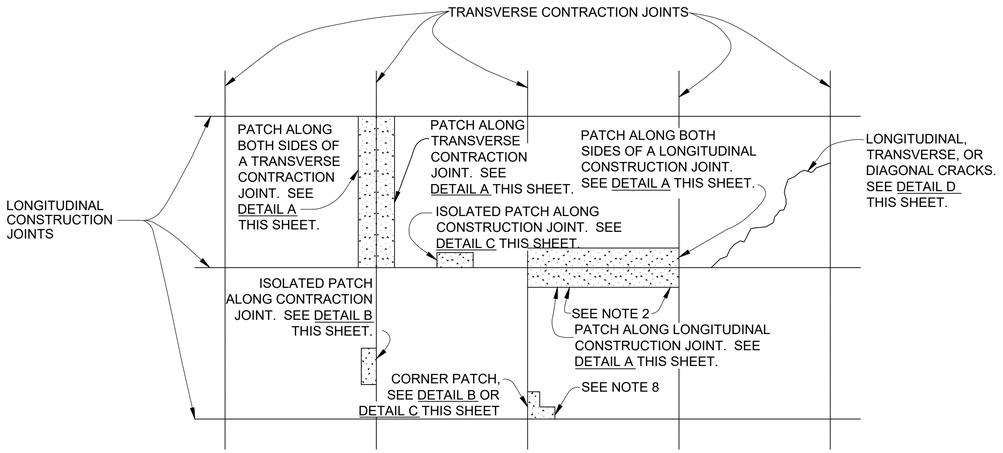
NO SCALE

NOTES:

1. PARTIAL SLAB REMOVAL SHALL BE INITIATED WITH A DOUBLE OR TRIPLE FULL DEPTH, VERTICAL SAWCUT. SEE SHEET CD301 FOR DETAILS.

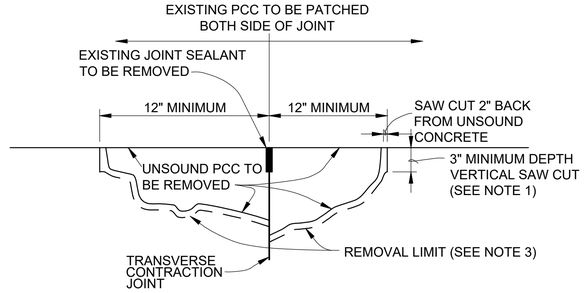
2. ALL PARTIAL SLAB REPLACEMENT SLABS SHALL BE REINFORCED WITH #3 REINFORCEMENT BARS SPACED A MAXIMUM OF 12" CENTER-TO-CENTER EACH DIRECTION. THE STEEL SHALL BE TIED INTO MATS AND SHALL BE SECURELY SUPPORTED ON APPROVED CHAIRS.

3. THE BAR MATS SHALL BE SIZED AND PLACED SO THAT ALL BARS THAT END PERPENDICULAR TO A JOINT SHALL STOP BETWEEN 2" AND 3" FROM THE JOINT, AND ALL BARS THAT RUN PARALLEL TO JOINTS SHALL STOP 4" TO 6" FROM THE JOINT.

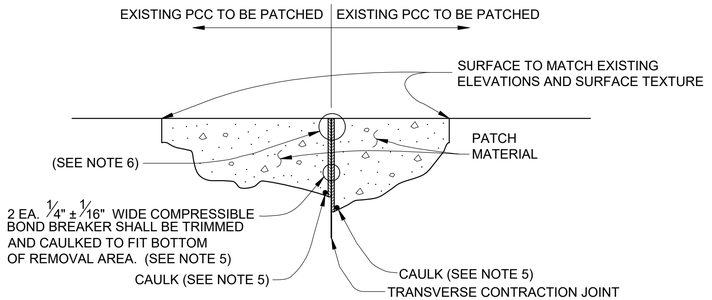


REPRESENTATIVE SLAB REPAIR PLAN

NO SCALE



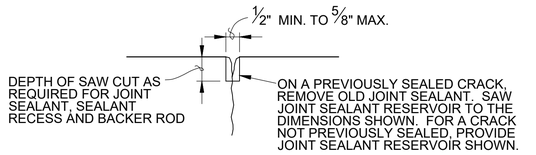
REMOVAL



REPLACEMENT

DETAIL (B)

NO SCALE



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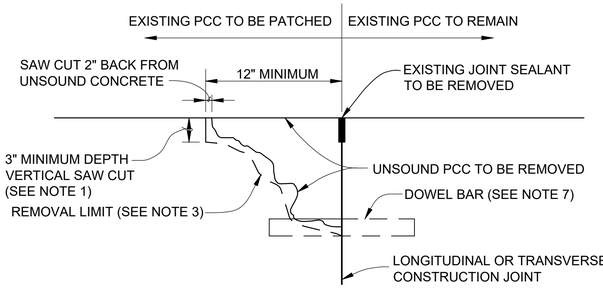
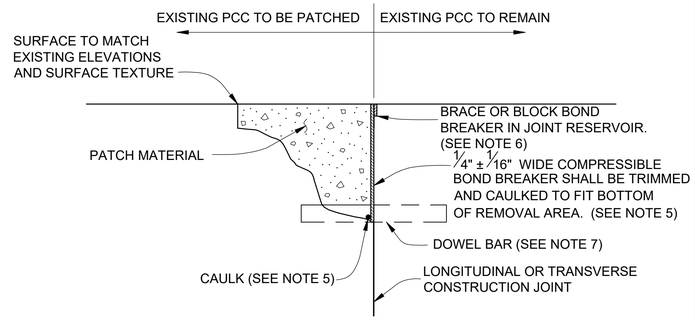


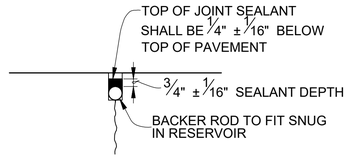
REMOVAL



REPLACEMENT

DETAIL (C)

NO SCALE



SEALANT APPLICATION

ROUTE AND SEAL DETAIL (D)

NO SCALE

SEE JOINT LAYOUT PLAN SHEET CP401

GENERAL NOTES:

1. A THREE-INCH DEEP VERTICAL SAW CUT SHALL BE REQUIRED AROUND ALL SIDES OF THE PATCH EXCEPT WHERE A PAVEMENT JOINT FORMS A SIDE. ALL SAW CUTS SHALL BE EITHER PARALLEL WITH/OR AT RIGHT ANGLES TO EXISTING PAVEMENT JOINTS. THE SAW CUT SHALL BE MADE AT A MINIMUM OF TWO INCHES BACK FROM UNSOUND AREA TO BE REPAIRED.

2. IF REQUIRED, THE WIDTH OF THE REMOVAL AREA ALONG A GIVEN PAVEMENT JOINT SHALL BE CHANGED A MAXIMUM OF THREE TIMES: ONCE AT EACH INTERSECTING JOINT AND ONCE BETWEEN JOINTS. IN ANY CASE, THE MINIMUM WIDTH OF REMOVAL SHALL BE 1 FOOT.

3. PATCH/SPALLED PAVEMENT SHALL BE REMOVED DOWN TO UNWEATHERED SOUND PAVEMENT. CONCRETE CHIPPERS, JACK HAMMERS OR MILL MACHINES SHALL BE ALLOWED FOR USE.

4. THE SURFACE SHALL BE THOROUGHLY CLEANED BY WATERBLASTING TO REMOVE ALL LOOSE MATERIAL.

5. COMPRESSIBLE BOND BREAKER SHALL BE TRIMMED TO FIT THE BOTTOM SHAPE OF THE REMOVAL AREA. THE BOTTOM EDGE OF THE BOND BREAKER SHALL BE CAULKED ON ONE OR BOTH FACES, DEPENDING ON APPLICATION. CAULK IS TO SEAL THE NONUNIFORM BOTTOM AND TO HOLD THE BOND BREAKER DOWN DURING CONCRETE PLACEMENT. CAULK SHALL BE SET PRIOR TO CONCRETE PLACEMENT. CAULK SHALL BE SINGLE COMPONENT, GUNABLE LATEX CAULK COMPATIBLE WITH CONCRETE AND THE TYPE OF BOND BREAKER USED.

6. SAW AND FILL JOINTS IN ACCORDANCE WITH THE DETAILS SHOWN ON SHEET CP502 AND WITH SPECIFICATION SECTION 32 01 19.

7. WHERE DOWELS ARE ENCOUNTERED, DOWELS SHALL BE PROTECTED AND REPLACED IF DAMAGE OCCURS. THE FREE END OF THE DOWEL SHALL BE PAINTED WITH RED LEAD PAINT. PRIOR TO CONCRETE PLACEMENT, THE DOWEL SHALL BE GREASED THOROUGHLY TO PREVENT BOND.

8. FOR REPAIR OF CORNER PATCHES/SPALLS, SEE APPROPRIATE JOINT TYPE (CONSTRUCTION OR CONTRACTION).

9. THE CONTRACTING OFFICER REPRESENTATIVE SHALL INSPECT AND APPROVE THE PLACEMENT OF THE FIRST 20 PATCHES BEFORE THE CONTRACTOR MAY PROCEED WITH THE REMAINING PATCHES.

10. CONCRETE PATCH MATERIALS AND INSTALLATION METHODS SHALL BE IN ACCORDANCE WITH SPECIFICATION SECTION 32 01 29.61.

11. PORTLAND CEMENT CONCRETE USED FOR PARTIAL SLAB REPLACEMENT SHALL CONFORM TO SPECIFICATION SECTION 32 13 14.13.

12. FOR BIDDING PURPOSES, ASSUME THE FOLLOWING QUANTITIES IN ADDITION TO THE PATCH AND REPAIR QUANTITIES SHOWN ON THE JOINT LAYOUT PLAN SHEETS.

- RANDOM CRACKS TO BE ROUTED AND SEALED: 300 LF
- CONCRETE PATCHES: 10 SF

QUANTITIES ARE AN ESTIMATE OF ADDITIONAL DAMAGES WHICH MAY BE PRESENT AT THE TIME CONSTRUCTION BEGINS. THE CONTRACTING OFFICER SHALL IDENTIFY RANDOM CRACKS TO BE ROUTED AND SEALED AND CONCRETE REQUIRING PATCHING.

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DRAWN BY: B. GOLIBER
CHECKED BY: K. HALL
SUBMITTED BY: B. FLERE
SIZE: ANSI D
ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05
FILE NAME: NJ05_CP501.dwg

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REPAIR MCGUIRE AIRFIELD HAZARDOUS CARGO LOADING AREA - PN: PTFL141025

PCC PATCH AND REPAIR DETAILS

SHEET ID
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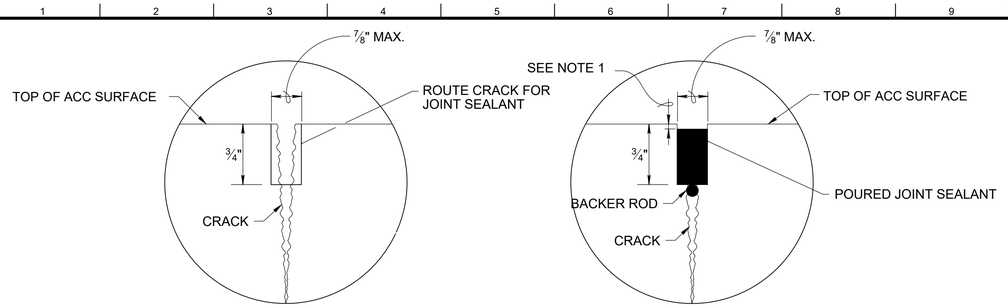
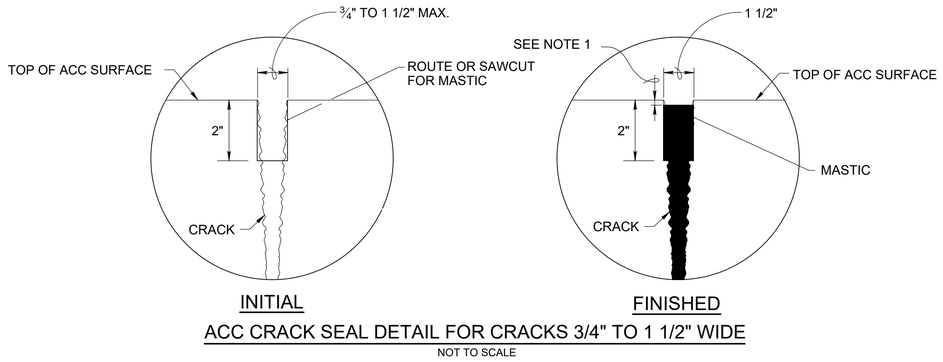


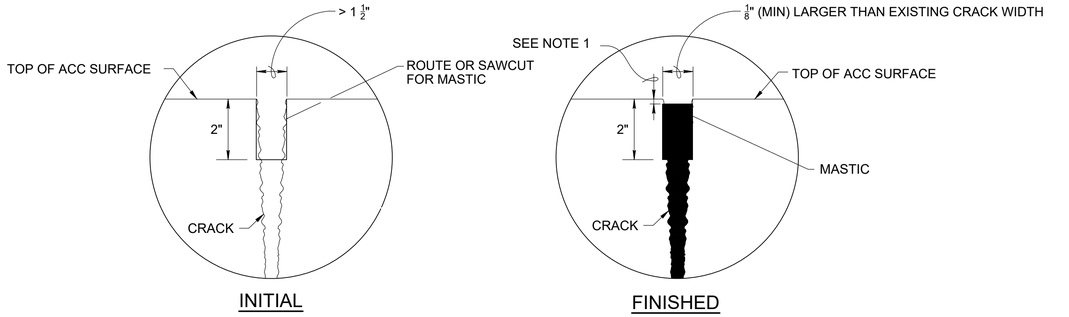
ACC CRACK SEAL DETAIL FOR CRACKS LESS THAN 3/4" WIDE

NOT TO SCALE



ACC CRACK SEAL DETAIL FOR CRACKS 3/4" TO 1 1/2" WIDE

NOT TO SCALE



ACC CRACK SEAL DETAIL FOR CRACKS GREATER THAN 1 1/2" WIDE

NOT TO SCALE

NOTES:

1. DEPTH OF SEAL FROM TOP OF PAVEMENT SHALL BE 1/8".

2. CRACKS LESS THAN 1/4" WIDE SHALL NOT BE SEALED.

3. IF ANY PART OF A CRACK IS GREATER THAN 1/4", THE ENTIRE CRACK SHALL BE ROUTED AND SEALED WITH HOT POURED JOINT SEALANT.

4. WIDEN EXISTING CRACKS BETWEEN 3/4" AND 1 1/2" TO 1 1/2" WIDE. CLEAN CRACKS ACCORDING TO SPECIFICATION SECTION 32 01 17.16 AND FILL WITH MASTIC.

5. CONTRACTOR SHALL EXERCISE CAUTION WHILE CLEANING CRACKS SO AS NOT TO CAUSE ADDITIONAL DAMAGE WHILE CLEANING. ANY DAMAGE TO THE ACC SURFACE TO REMAIN WHICH IS CAUSED BY THE CONTRACTOR'S CLEANING OPERATION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

6. CRACKS WIDER THAN 1 1/2" WIDE SHALL BE SAWCUT OR ROUTED A MINIMUM OF 1/8" WIDER THAN THE EXISTING CRACK. CLEAN CRACK ACCORDING TO SPECIFICATION 32 01 17.16 AND FILL WITH MASTIC.

7. CONTRACTOR SHALL EXERCISE CAUTION WHILE REPAIRING DEFICIENT AREAS SO AS NOT TO CAUSE ADDITIONAL DAMAGE WHILE CLEANING. ANY DAMAGE TO THE ACC SURFACE TO REMAIN WHICH IS CAUSED BY THE CONTRACTOR'S OPERATION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

*FOR BIDDING PURPOSES ASSUME THE FOLLOWING:

CRACKS LESS THAN 3/4".....1,000 LF
CRACKS 3/4" TO 1 1/2".....2,000 LF
CRACKS GREATER THAN 1 1/2".....1,000 LF

LINEAR FOOTAGE IS AN ESTIMATE OF THE WIDTH OF CRACKS WHICH WILL BE PRESENT AT THE TIME CONSTRUCTION BEGINS. THE CONTRACTING OFFICER SHALL IDENTIFY CRACKS REQUIRING REPAIR.

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SUBMITTED BY: S. FIERE
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ISSUE DATE: MAY 2026
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ACC CRACK SEAL DETAILS

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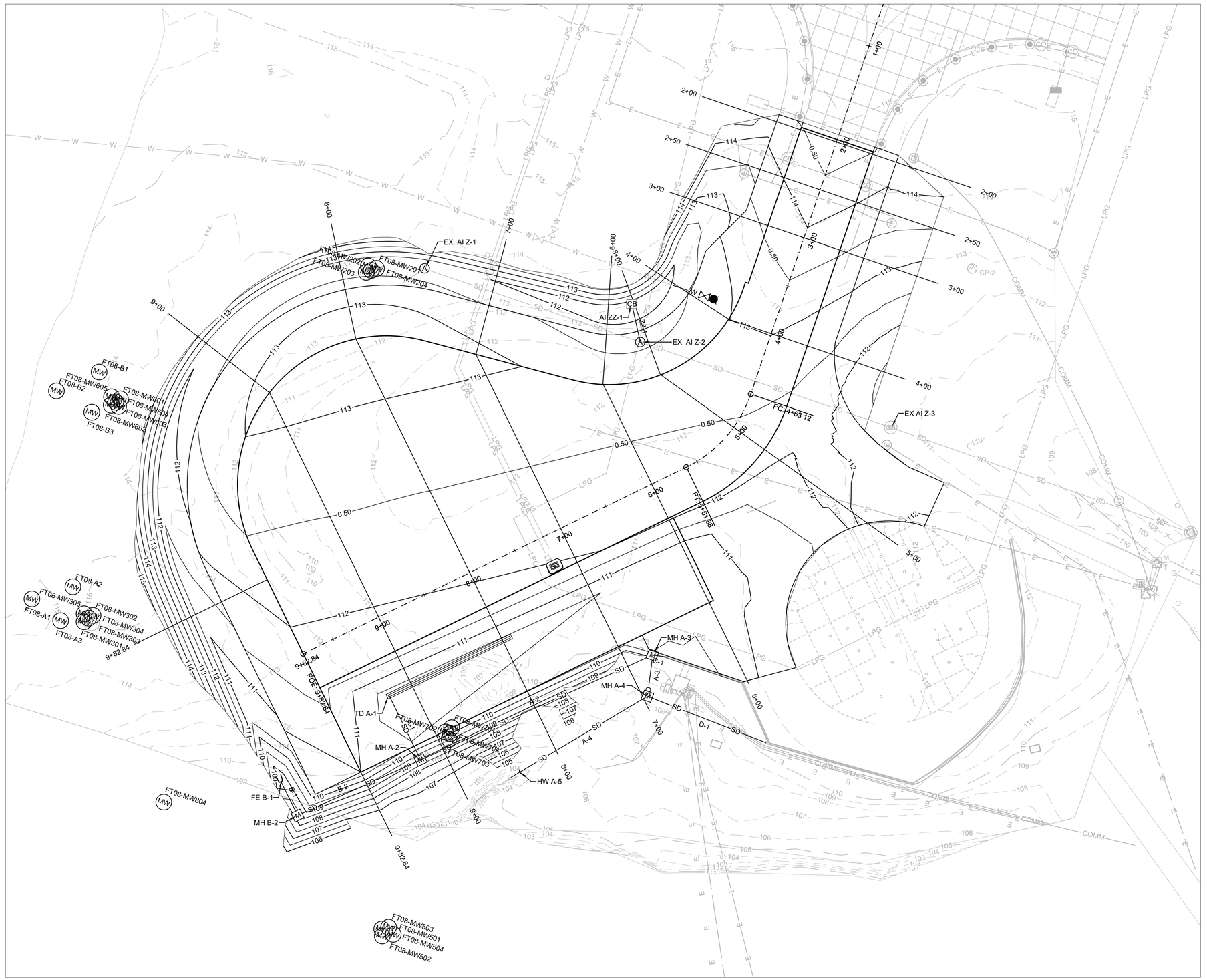

A1 GRADING AND STORM DRAIN PLAN

SCALE: 1"=50'

GENERAL SHEET NOTES

GRADING NOTES:

1. SEE SHEET CP201 FOR REPLACEMENT PAVEMENT SECTIONS.
2. SEE SHEET CG201 FOR THE HCLA CENTERLINE PROFILE.
3. SEE SHEET CG301 THRU CG303 FOR HCLA CROSS SECTIONS.
4. SEE SHEET CG401 FOR SPOT ELEVATIONS.
5. EXISTING CONTOURS ARE SHOWN AS SURVEYED. UNLESS OTHERWISE INDICATED, THE CONTOUR INTERVAL IS 1-FOOT.
6. NEW CONTOURS SHOWN ARE FINISHED GRADE UNLESS OTHERWISE INDICATED. CONTOUR INTERVAL IS 0.5-FOOT.
7. ALL NEW AND EXISTING CONTOURS AND SPOT ELEVATIONS REFER TO FEET NAVD 88.
8. EXISTING TOPSOIL WITHIN AREAS TO BE GRADED SHALL BE STRIPPED TO A DEPTH OF 4 INCHES.
9. ALL AREAS DISTURBED BY CONSTRUCTION AND NOT OTHERWISE SURFACED SHALL BE TOPSOILED (4 INCHES) AND SEEDED.
10. ALL TOPOGRAPHIC INFORMATION SHOWN MUST BE VERIFIED BY THE CONTRACTOR. THE ENGINEER MUST BE NOTIFIED, THROUGH THE CONTRACTING OFFICER, IF ANY DISCREPANCIES ARE PRESENT.
11. CONTRACTOR SHALL VERIFY EXACT DEPTH AND LOCATION OF ALL UTILITIES TO REMAIN. EXISTING UTILITIES TO REMAIN SHALL BE SUPPORTED IN PLACE AND PROTECTED FROM DAMAGE DUE TO THE CONTRACTOR'S OPERATIONS. ALL EXISTING UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED, TO THE SATISFACTION OF THE CONTRACTING OFFICER, BY THE CONTRACTOR AT HIS OWN EXPENSE.
12. SEE SHEET CP401 FOR HYDRANT FUEL PIT POSITIONING AND ELEVATION PLAN.

STORM DRAIN NOTES:

1. SEE SHEET CG202 FOR STORM DRAIN PROFILES.
2. SEE SHEET CG501 THROUGH CG507 FOR STORM DRAIN DETAILS.
3. CONTRACTOR SHALL VERIFY EXACT DEPTH AND LOCATION OF ALL EXISTING UTILITIES TO REMAIN THAT CROSS THE STORM DRAIN LINE. EXISTING UTILITIES TO REMAIN SHALL BE SUPPORTED IN PLACE AND PROTECTED FROM DAMAGE DUE TO THE CONTRACTOR'S OPERATIONS. ALL EXISTING UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED, TO THE SATISFACTION OF THE CONTRACTING OFFICER, BY THE CONTRACTOR AT HIS OWN EXPENSE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND SUBMITTING ALL APPROPRIATE STORM WATER MANAGEMENT PERMITS AND FORMS AND WAIVER REQUESTS TO THE NJDEP.

MONITORING WELL NOTES:

1. THE LOCATION OF THE EXISTING MONITORING WELLS AND INJECTION POINTS SHALL NOT MOVE FROM THEIR CURRENT LOCATION. THE MONITORING WELLS AND INJECTION POINTS SHALL BE PROTECTED DURING CONSTRUCTION. ALL DAMAGED WELLS OR INJECTION POINTS SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE GOVERNMENT.
2. ALL MONITORING WELLS AND INJECTION SITES WITHIN THE GRADING FOOTPRINT SHALL BE RAISED OR LOWERED TO MATCH THE FINISHED GRADE. ALL ADJUSTMENTS TO THE WELLS SHALL BE PERFORMED BY A NEW JERSEY LICENSED WELL DRILL AND RESURVEYED BY A NEW JERSEY LICENSED SURVEYOR. ANY WELLS NOT INSTALLED BY A NEW JERSEY LICENSED WELL DRILLER SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR, AT NO COST TO THE GOVERNMENT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND SUBMITTING ALL APPROPRIATE PERMITS AND FORMS TO THE NJDEP. THE ERP CAN HELP IDENTIFY WHICH FORMS AND PERMITS ARE REQUIRED, BUT WILL NOT SUBMIT THE FORMS AND PERMITS FOR THE CONTRACTOR.

LEGEND

110	MAJOR CONTOUR
0.2	MINOR CONTOUR
	NEW HEAVY DUTY TRENCH DRAIN
CB	EXISTING STORM DRAIN AREA INLET
CB	NEW STORM DRAIN AREA INLET
M	NEW STORM DRAIN MANHOLE
A	ADJUST RIM ELEVATION OF EX. CATCH BASIN
MW	MONITORING WELL
SD	STORM DRAIN LINE

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CHECKED BY:	K. HALL
SUBMITTED BY:	M. FIERE
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ISSUE DATE:	MAY 2026
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GRADING AND STORM DRAIN PLAN

SHEET ID

CG101

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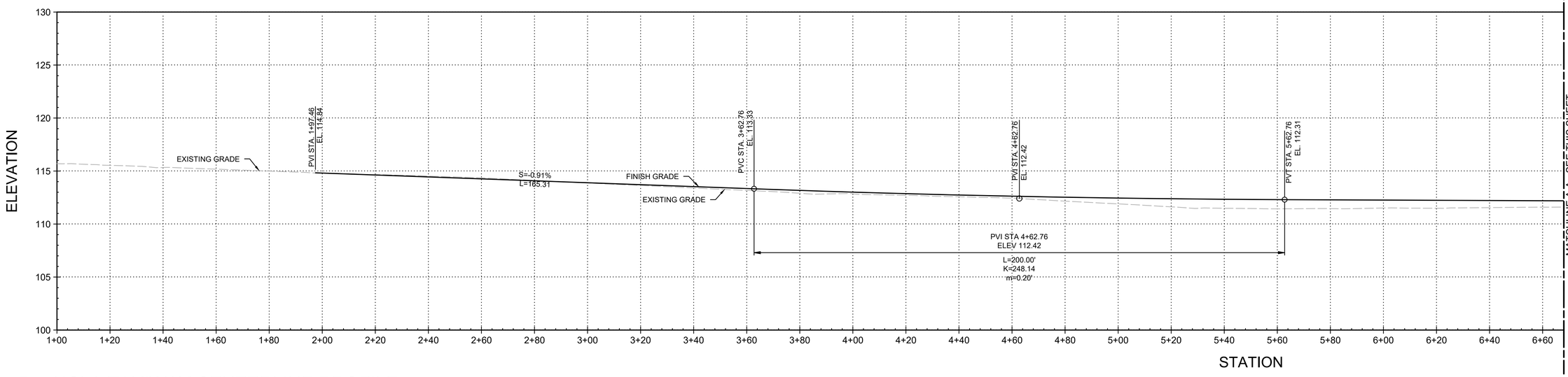
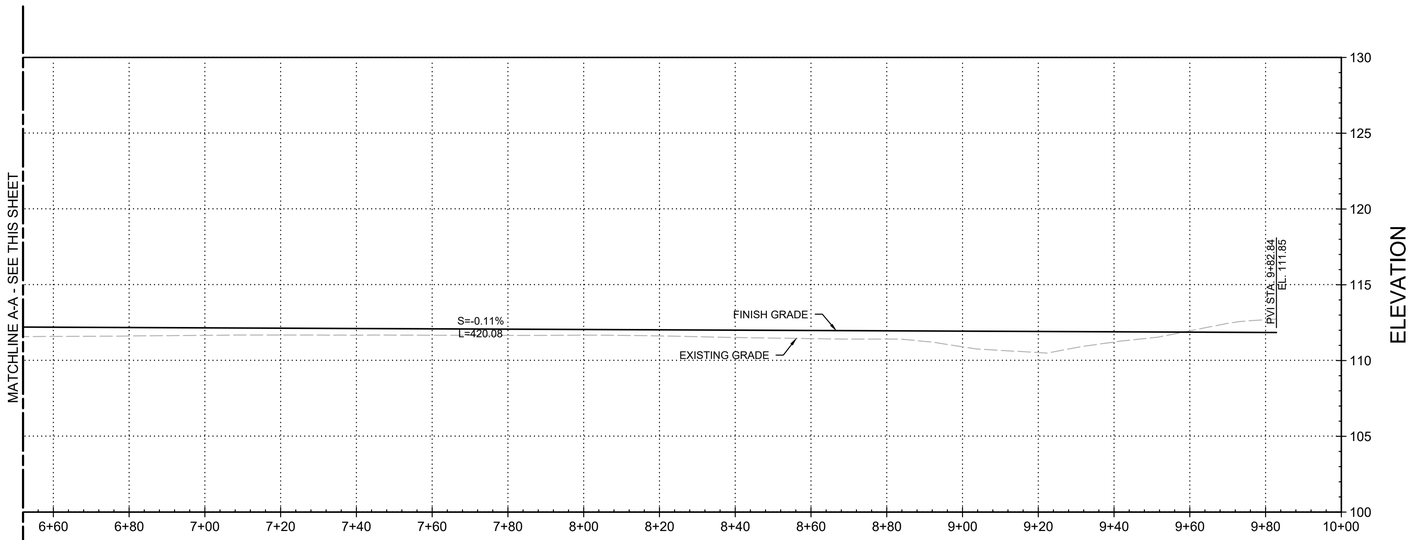


J1 HCLA TAXIWAY CENTERLINE PROFILE

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



J1 HCLA TAXIWAY CENTERLINE PROFILE

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

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HAZARDOUS CARGO LOADING AREA TAXIWAY
CENTERLINE PROFILE

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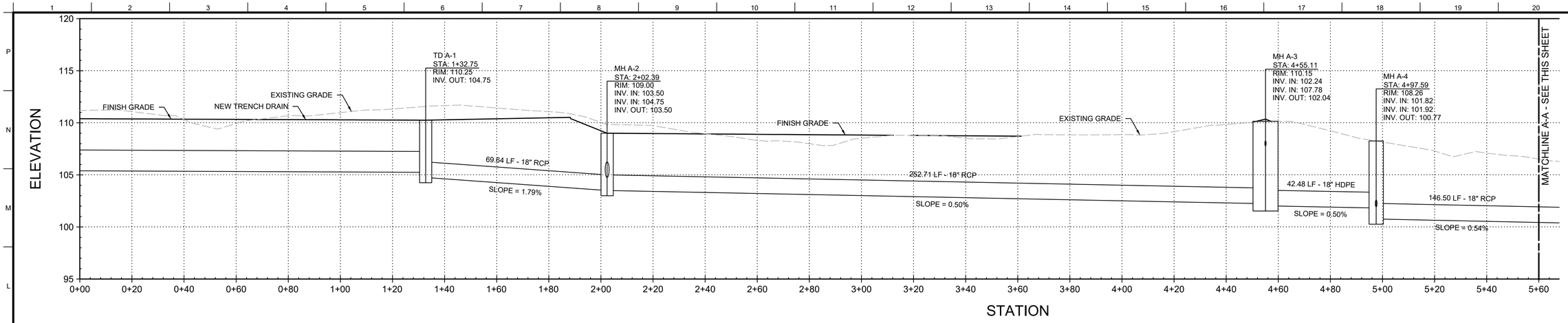
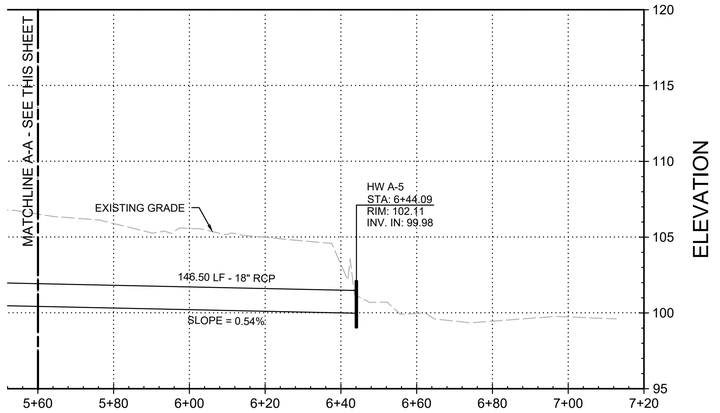
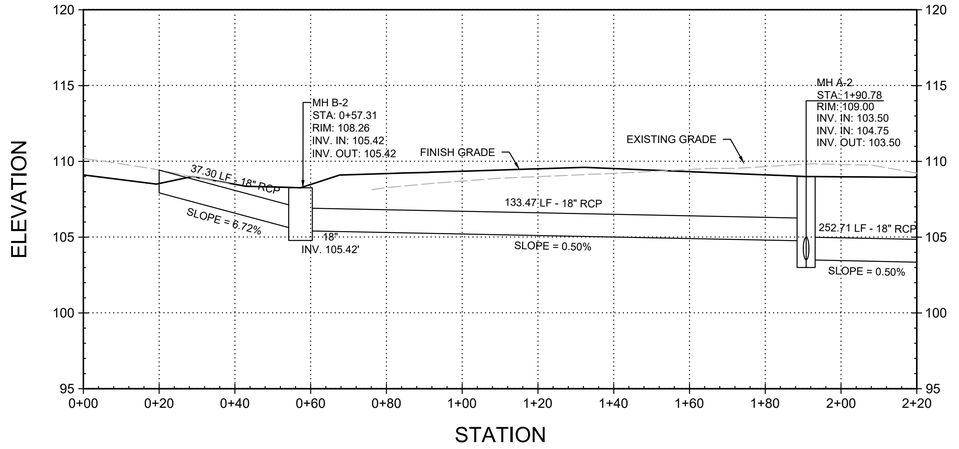
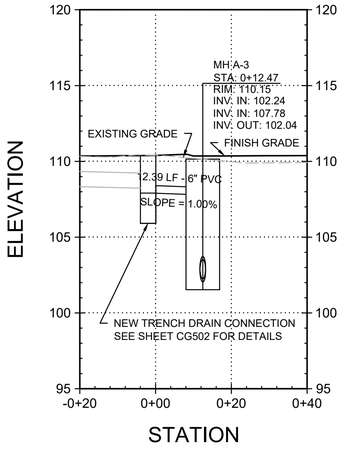


L1 STORM DRAIN LINE A PROFILE

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







F1 STORM DRAIN LINE A PROFILE

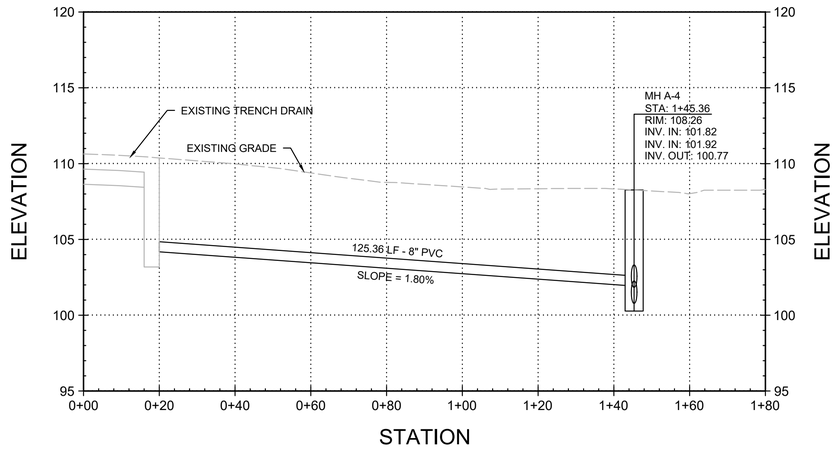
SCALE: HORIZ:1" = 20' -0", VERT: 1" = 5'-0"

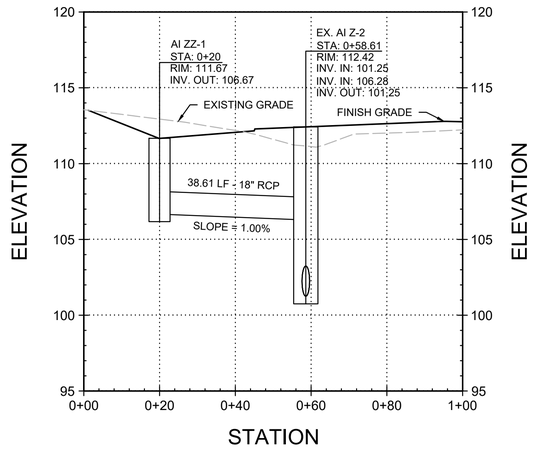
F8 STORM DRAIN LINE B PROFILE

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

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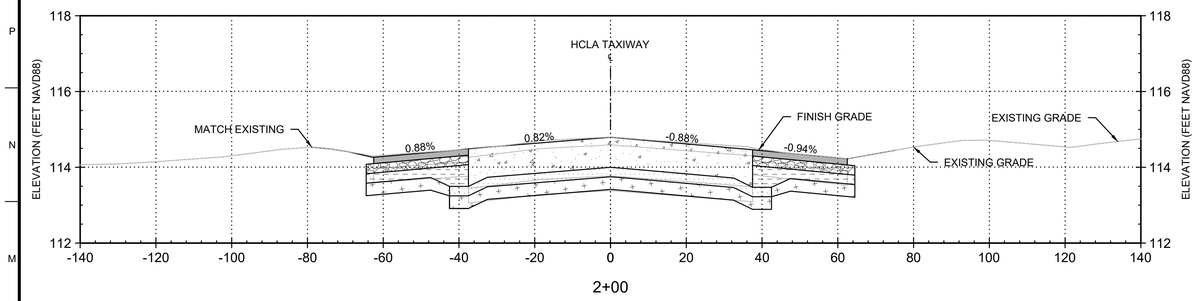

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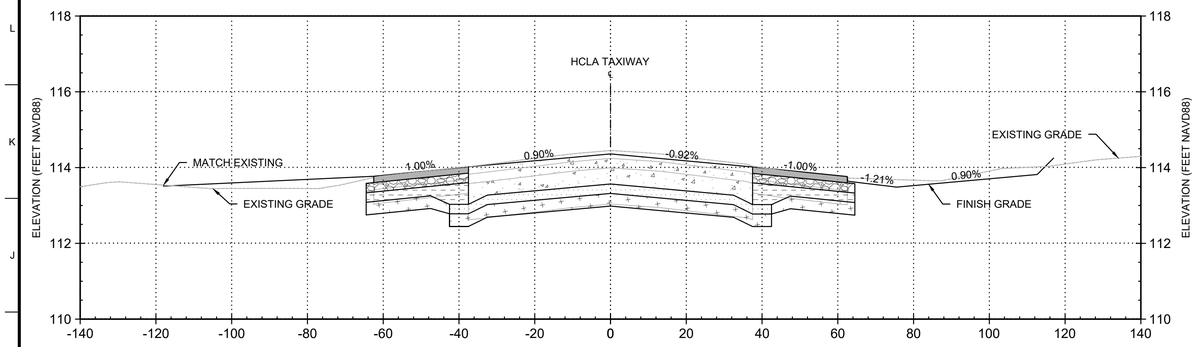

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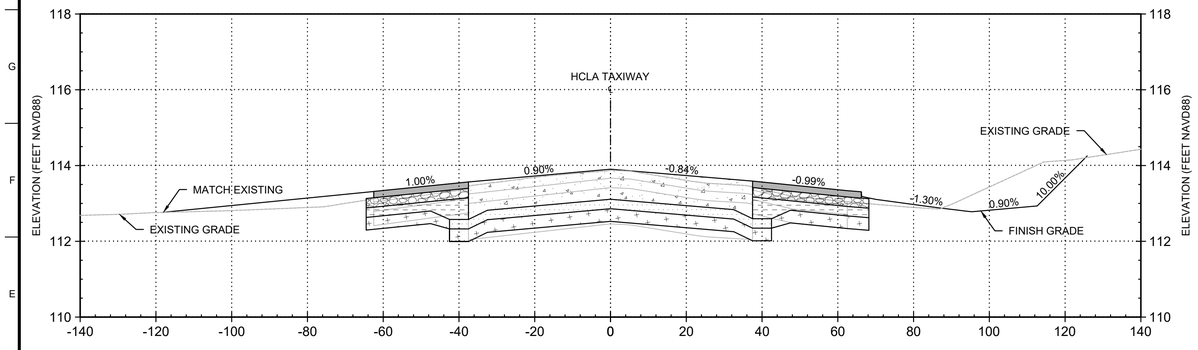

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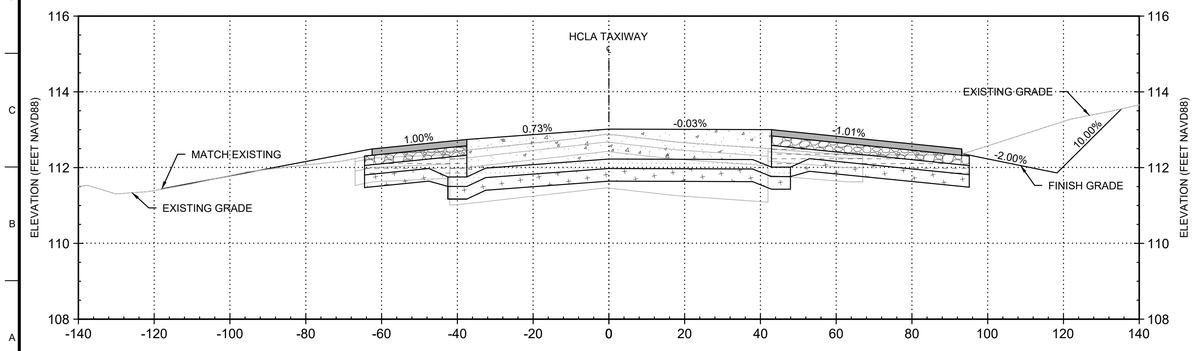

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LEGEND:

- NEW PORTLAND CEMENT CONCRETE (PCC) PAVEMENT
- NEW CEMENT TREATED BASE COURSE
- NEW ASPHALT CEMENT CONCRETE (ACC) PAVEMENT
- NEW AGGREGATE BASE COURSE
- NEW SUBBASE COURSE MATERIAL
- NEW PORTLAND CEMENT-STABILIZED SUBGRADE

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CROSS SECTIONS
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CG301

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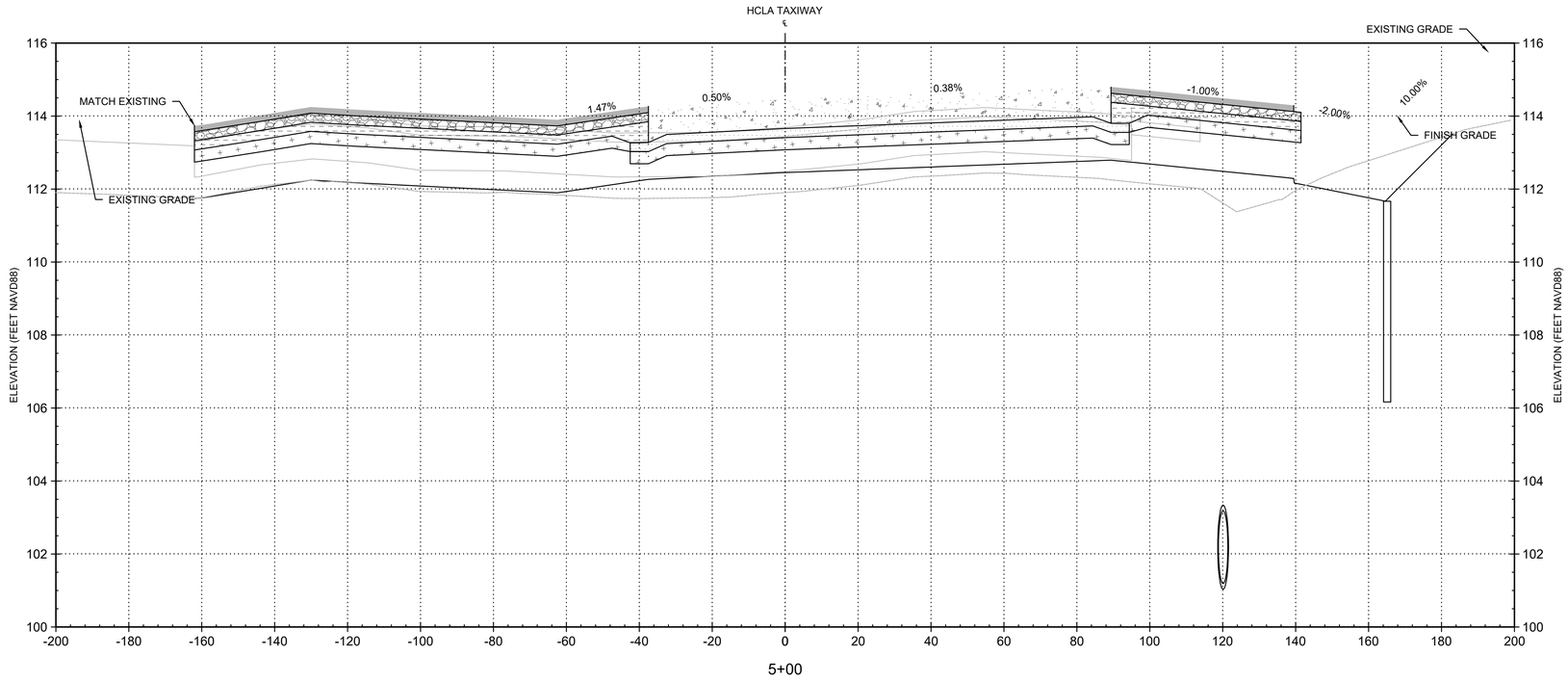

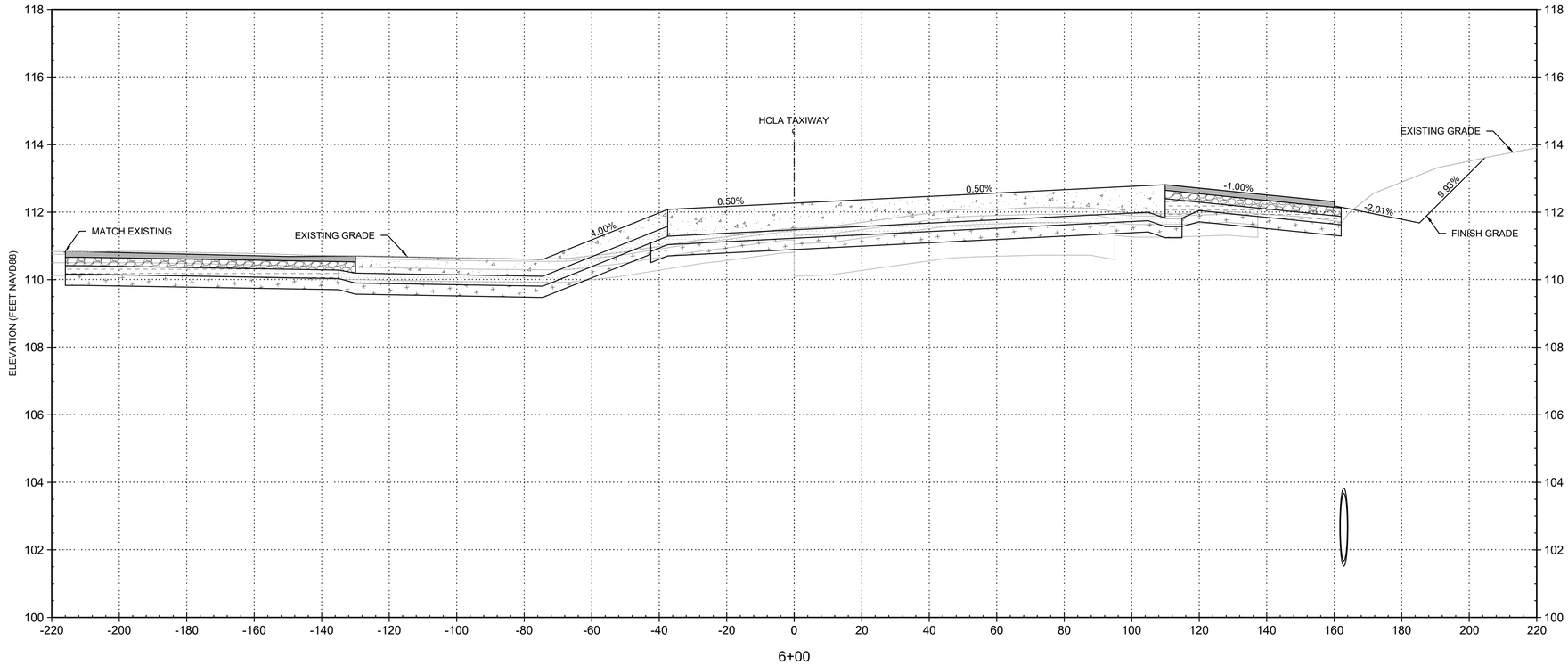

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CROSS SECTIONS
SHEET 2 OF 4

SHEET ID

CG302

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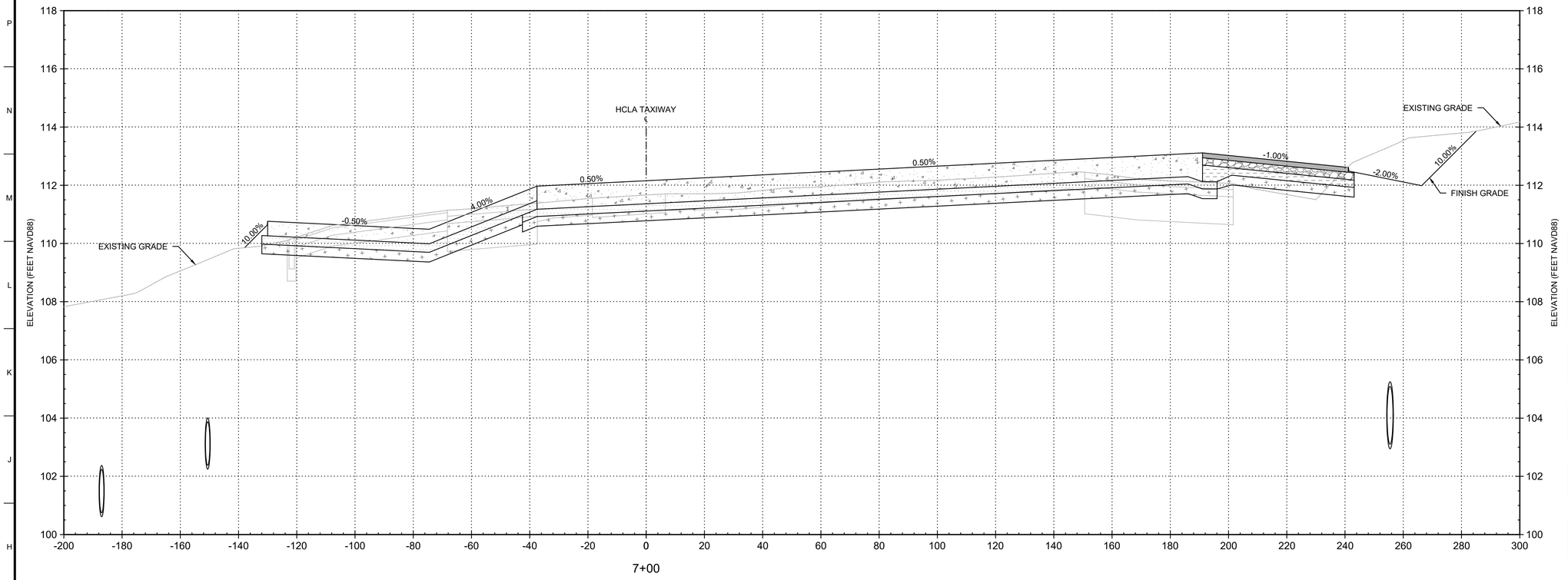
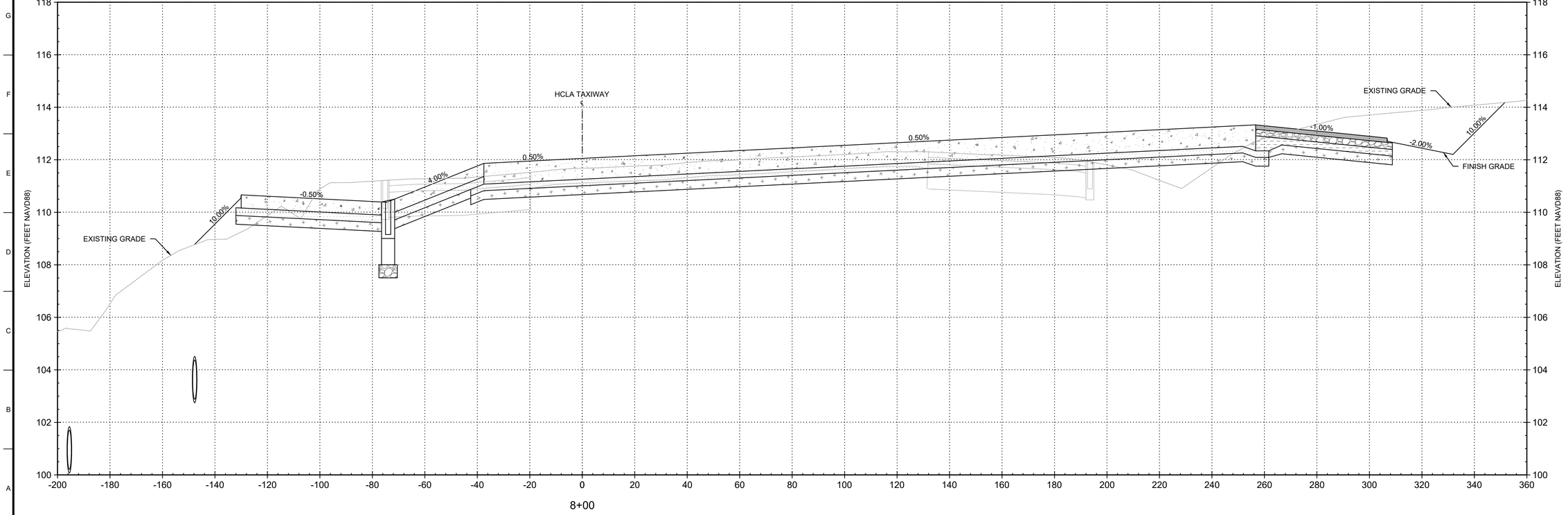


LEGEND:

- NEW PORTLAND CEMENT CONCRETE (PCC) PAVEMENT
- NEW CEMENT TREATED BASE COURSE
- NEW ASPHALT CEMENT CONCRETE (ACC) PAVEMENT
- NEW AGGREGATE BASE COURSE
- NEW SUBBASE COURSE MATERIAL
- NEW PORTLAND CEMENT-STABILIZED SUBGRADE



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MARK	DESCRIPTION	DATE

DESIGNED BY:	B. GOLIBER
DRAWN BY:	B. GOLIBER
CHECKED BY:	K. HALL
SUBMITTED BY:	B. FLERE
SIZE:	ANSI D
ISSUE DATE:	MAY 2026
SOLICITATION NO.:	W912DS26BA020
CONTRACT NO.:	+XXXXXX-XX-X-XXXX
SPEC CODE:	NJ05
FILE NAME:	NJ05_CG301.dwg

U.S. ARMY CORPS OF ENGINEERS
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U.S.ARMY CORPS OF ENGINEERS
OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA, NEBRASKA 68102

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

CROSS SECTIONS
SHEET 3 OF 4

SHEET ID
CG303

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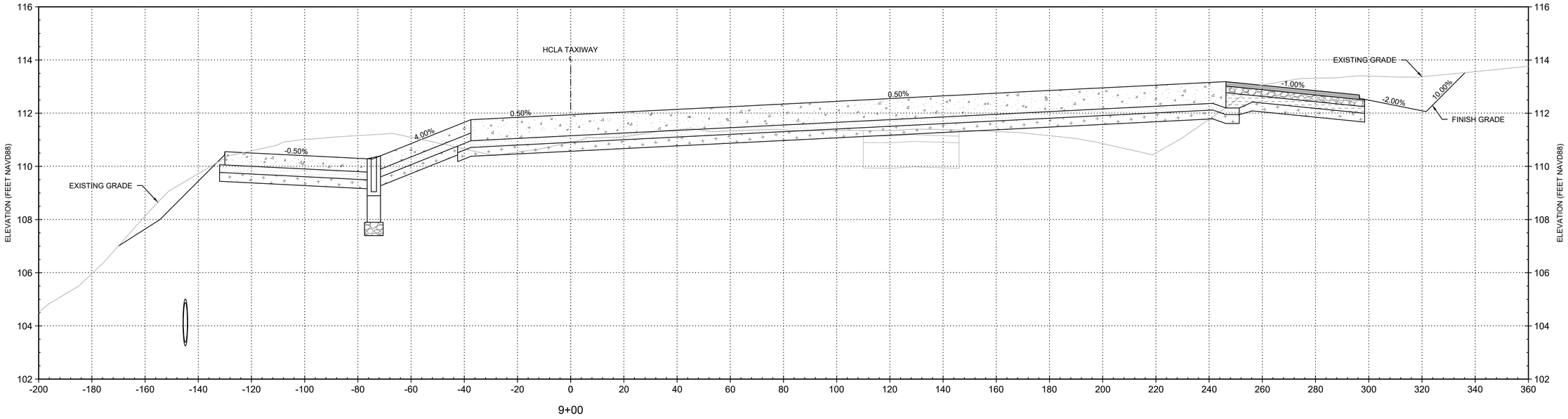

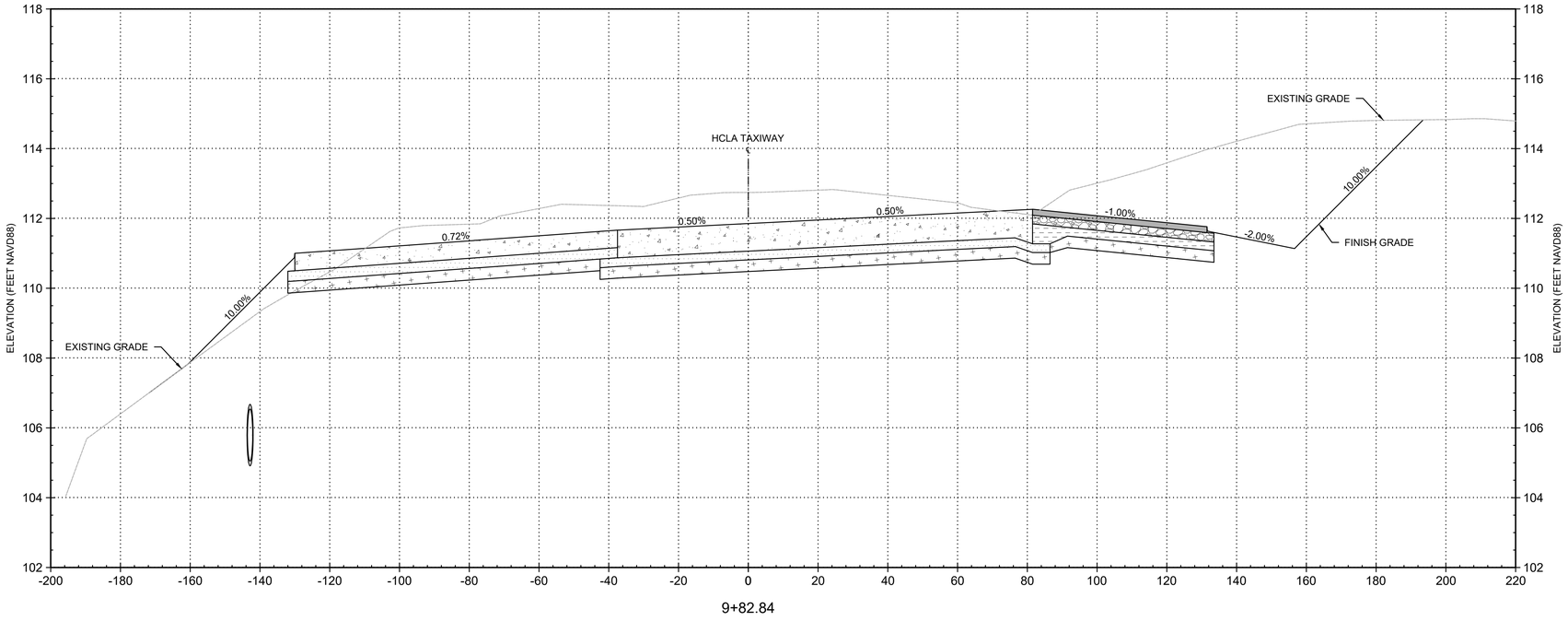

LEGEND:

- NEW PORTLAND CEMENT CONCRETE (PCC) PAVEMENT
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- NEW ASPHALT CEMENT CONCRETE (ACC) PAVEMENT
- NEW AGGREGATE BASE COURSE
- NEW SUBBASE COURSE MATERIAL
- NEW PORTLAND CEMENT-STABILIZED SUBGRADE

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MARK	DESCRIPTION	DATE

DESIGNED BY: B. GOLIBER	ISSUE DATE: MAY 2026
DRAWN BY: B. GOLIBER	SOLICITATION NO.: W912DS26BA020
CHECKED BY: K. HALL	CONTRACT NO.: +XXXXXX-XX-X-XXXX
SUBMITTED BY: S. FLERE	SPEC CODE: NJ05
SIZE: ANSI D	FILE NAME: NJ05_CG301.dwg

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OMAHA DISTRICT
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JOINT BASE - MCGUIRE-DIX-LAKEHURST
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CARGO LOADING AREA - PN: PTFL141025

CROSS SECTIONS
SHEET 4 OF 4

SHEET ID
CG304

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GENERAL SHEET NOTES

1. ADD 110' TO SPOT ELEVATIONS TO OBTAIN PAVEMENT ELEVATION IN FEET NAVD88.
2. ADDITIONAL ASPHALT SPOTS TO BE PROVIDED BY THE DOR AFTER THE PAVING PLAN IS APPROVED. REQUEST SPOT ELEVATIONS THROUGH THE CONTRACTING OFFICER.

LEGEND

- NEW PAVEMENT SPOT ELEVATION AT JOINT INTERSECTION - SEE NOTE 1 (2.33 / ELEV = 112.33 FEET NAVD88)
- DOWELED CONSTRUCTION JOINT
- CONTRACTION JOINT
- THICKENED EDGE EXPANSION JOINT
- THICKENED EDGE BUTT JOINT
- EXISTING HYDRANT FUEL PIT

A1 SPOT ELEVATION PLAN
SCALE: 1"=50'

NORTH

50 0 50 100
SCALE IN FEET

US Army Corps of Engineers®

MARK	DESCRIPTION	DATE

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:
SIGNATURE	NJ05
SIZE: ANSI D	FILE NAME: NJ05_CG401.dwg

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OMAHA, NEBRASKA 68102

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

SPOT ELEVATION PLAN

SHEET ID
CG401

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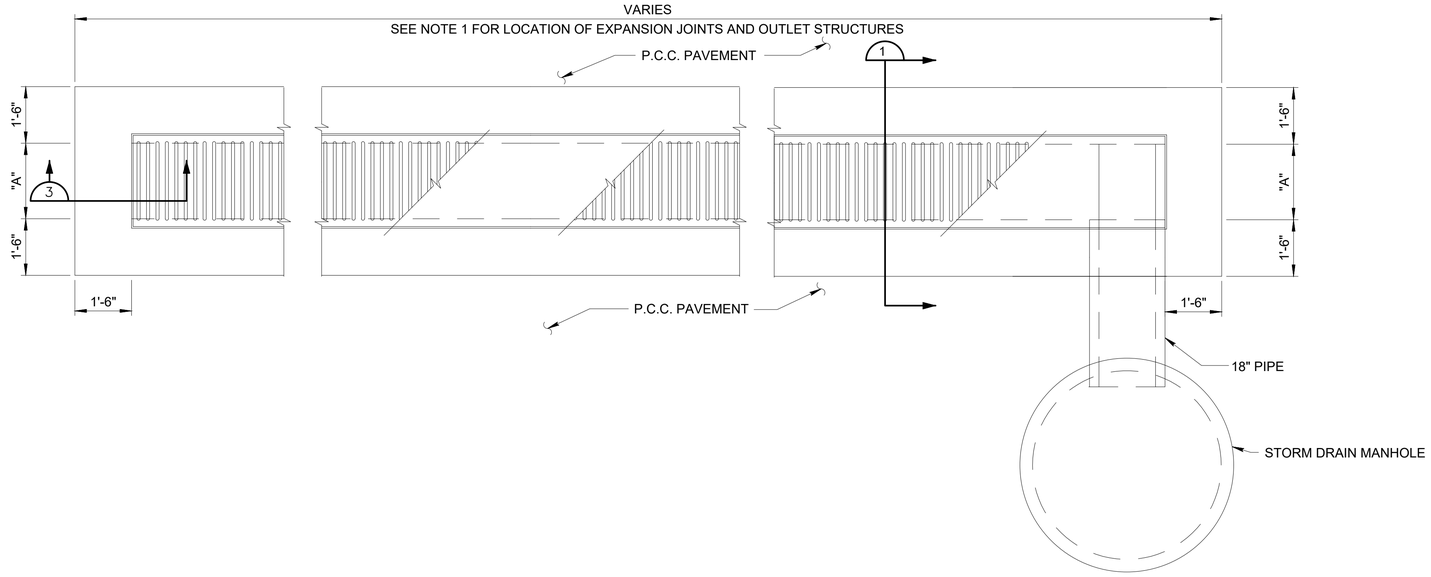
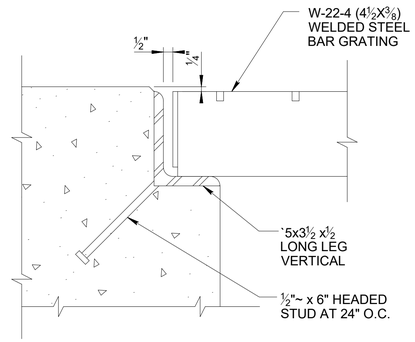


OUTLET

TRENCH DRAIN PLAN

SCALE: $\frac{1}{2}$ INCH = 1 FOOT

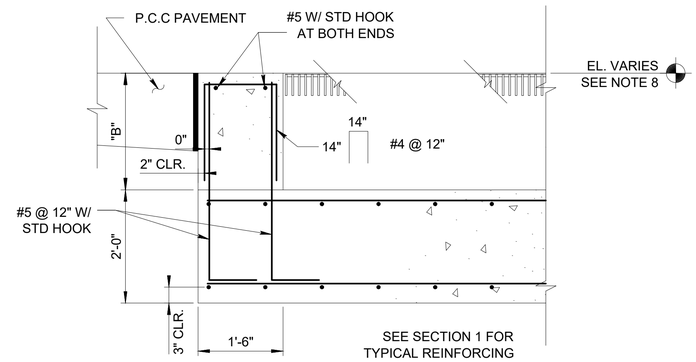
12" 0 1' 2' 3' 4'



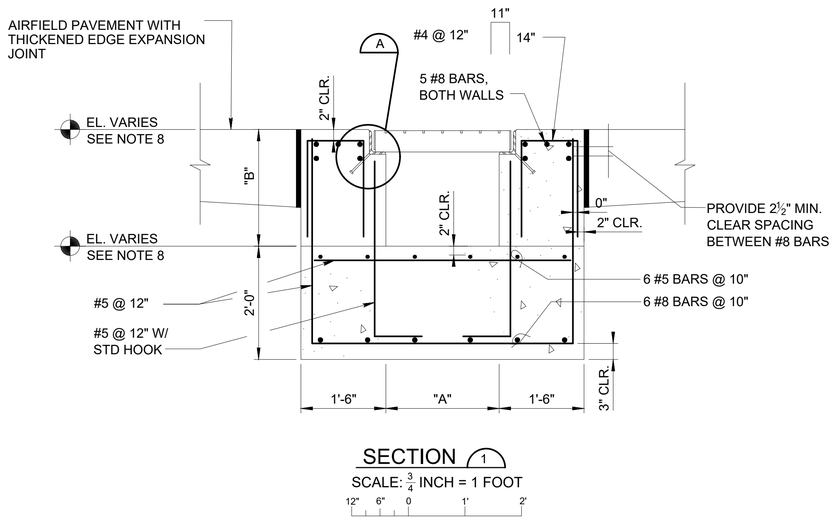
DETAIL A

SCALE: 3 INCHES = 1 FOOT

0 3" 6" 12"



SECTION 3



SECTION 1

SCALE: $\frac{3}{4}$ INCH = 1 FOOT

12" 6" 0 1' 2'

LAP SPLICE LENGTH (INCHES)	
BAR SIZE	f'c = 4000 psi
4	19
5	23
8	71 TOP BARS
8	37 BOTTOM BARS

SIZE	
"A"	"B"
2'	3'

TRENCH DRAIN NOTES:

1. PROVIDE EXPANSION JOINTS 20' MIN.
2. SEE PAVEMENT SECTION FOR AGGREGATE BASE COURSE BENEATH TRENCH DRAIN.
3. GRATING SHALL BE 22-W-4 (4½" x⅜") WELDED STEEL GRATING. GRATING SHALL HAVE A CAPACITY OF 36,000 PSF. GRATING SHALL HAVE A MINIMUM BEARING OF 2". GRATING SHALL BE ANCHORED WITH SADDLE CLIPS. MAXIMUM PANEL WIDTH SHALL BE 2'-0". EDGES SHALL BE BANDED. GRATING AND SUPPORTS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123. SEE SPECIFICATION SECTION 05500.
4. CAST-IN-PLACE REINFORCED CONCRETE
   A. CONCRETE: SPECIFIED COMPRESSIVE STRENGTH
      F'c = 4500 PSI AT 28 DAYS FOR ALL WORK.
      AIR-ENTRAINMENT - 6% ± 1.5%
      W/C RATIO - 0.45
   B. REINFORCING BARS: SPECIFIED YIELD STRENGTH
      Fy = 60 KSI (GRADE 60).
5. SEE SPECIFICATION SECTION 32 13 14.13 FOR TRENCH EXPANSION JOINT FILLER AND JOINT SEALANT. SEE SHEET CP401 FOR EXPANSION JOINT LAYOUT PLAN.
6. SEE SPECIFICATION 32 13 14.13 FOR TRENCH EXPANSION JOINT DOWEL REQUIREMENTS AND INSTALLATION.
7. CONCRETE AGGREGATES USED FOR TRENCH DRAINS SHALL CONFORM TO SPECIFICATION SECTION 32 13 14.13.
8. SEE CG SHEETS FOR TRENCH DRAIN LOCATION AND ELEVATION.

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MARK	DESCRIPTION	DATE

DESIGNED BY: B. GOLIBER
DRAWN BY: B. GOLIBER
CHECKED BY: K. HALL
SUBMITTED BY: B. FLERE
SIZE: ANSI D
ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05
FILE NAME: NJ05_CG501.dwg

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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

HEAVY DUTY TRENCH DRAIN DETAILS
SHEET 1 OF 2

SHEET ID
CG501

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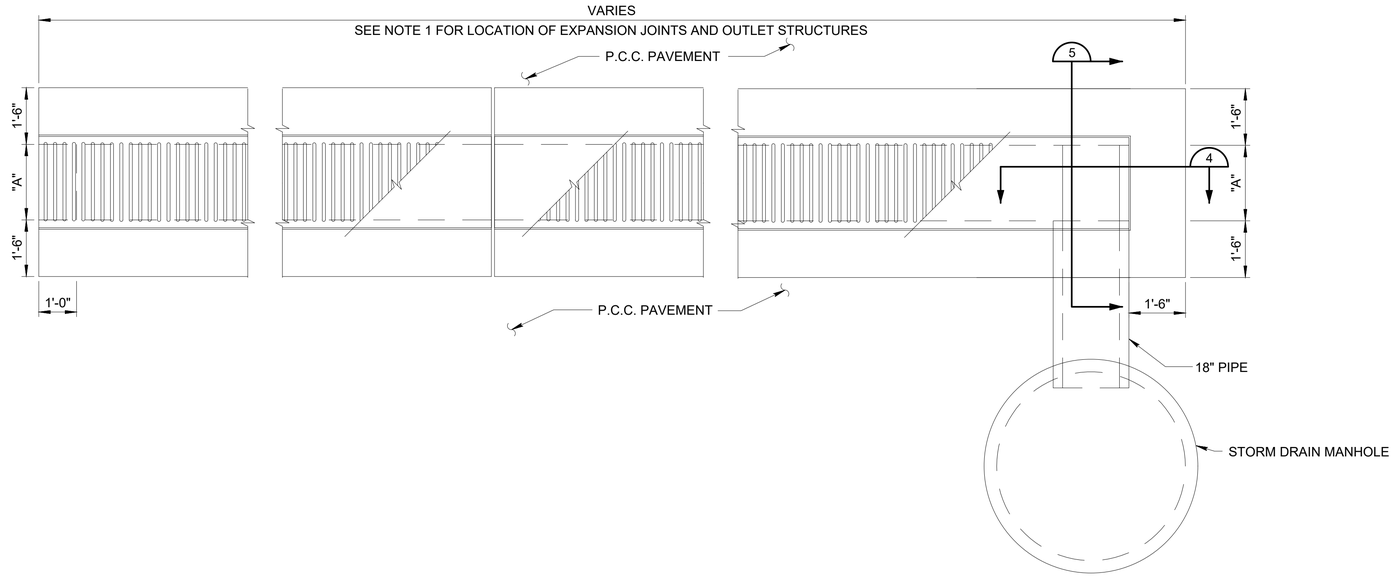
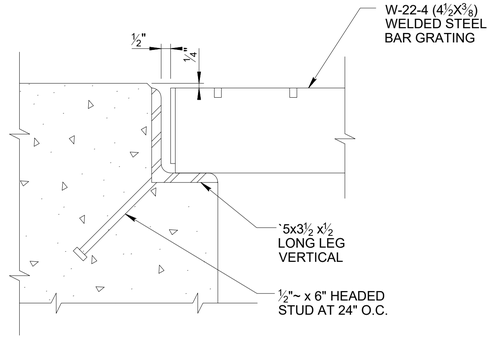


OUTLET

TRENCH DRAIN PLAN

SCALE: $\frac{1}{2}$ INCH = 1 FOOT

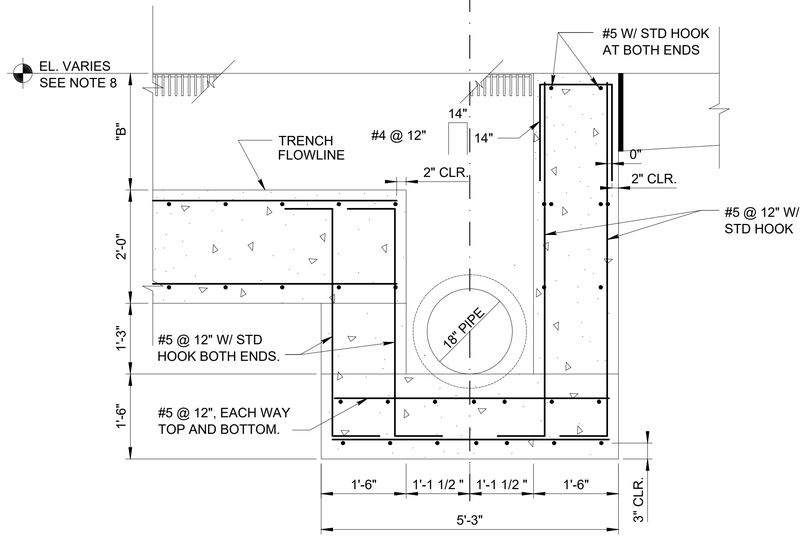
12" 0 1' 2' 3' 4'



DETAIL A

SCALE: 3 INCHES = 1 FOOT

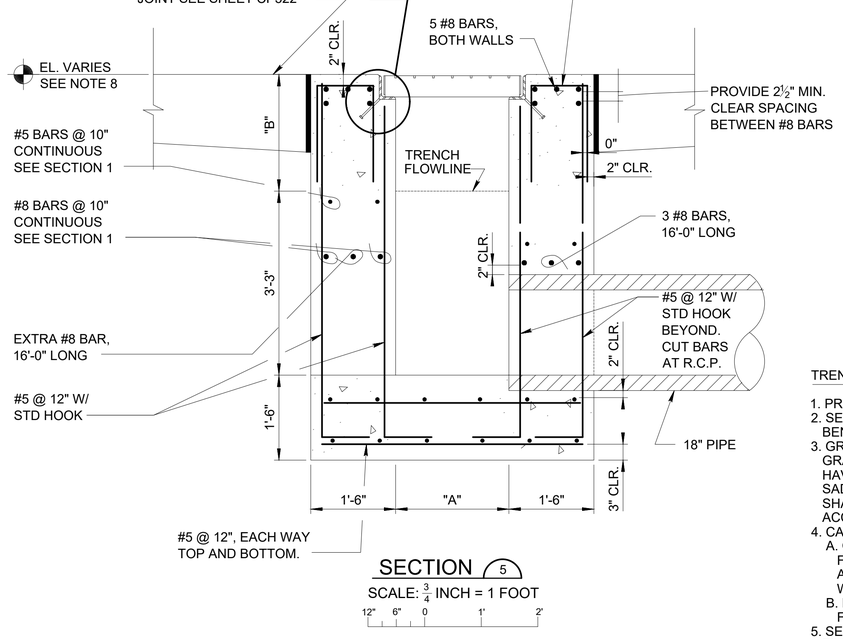
0 3" 6" 12"



SECTION 4

SCALE: $\frac{3}{4}$ INCH = 1 FOOT

12" 6" 0 1' 2'



SECTION 5

SCALE: $\frac{3}{4}$ INCH = 1 FOOT

12" 6" 0 1' 2'

LAP SPLICE LENGTH (INCHES)	
BAR SIZE	f'c = 4000 psi
4	19
5	23
8	71 TOP BARS
8	37 BOTTOM BARS

SIZE	
"A"	"B"
2'	3'

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      W/C RATIO - 0.45
   B. REINFORCING BARS: SPECIFIED YIELD STRENGTH
      Fy = 60 KSI (GRADE 60).
5. SEE SPECIFICATION SECTION 32 13 14.13 FOR TRENCH EXPANSION JOINT FILLER AND JOINT SEALANT. SEE SHEET CP401 FOR EXPANSION JOINT LAYOUT PLAN.
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8. SEE CG SHEETS FOR TRENCH DRAIN LOCATION AND ELEVATION.

US Army Corps of Engineers®

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DESIGNED BY: B. GOLIBER
DRAWN BY: B. GOLIBER
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SIZE: ANSI D
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SOLICITATION NO.: W912DS26BA020
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U.S. ARMY CORPS OF ENGINEERS
NEW YORK DISTRICT
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OMAHA DISTRICT
1616 CAPITOL AVENUE
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JOINT BASE - MCGUIRE-DIX-LAKEHURST
REPAIR MCGUIRE AIRFIELD HAZARDOUS
CARGO LOADING AREA - PN: PITFL141025

HEAVY DUTY TRENCH DRAIN DETAILS
SHEET 2 OF 2

SHEET ID
CG502

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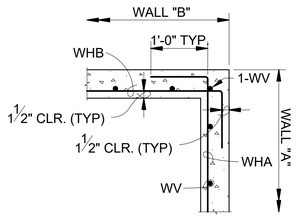
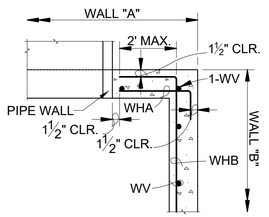
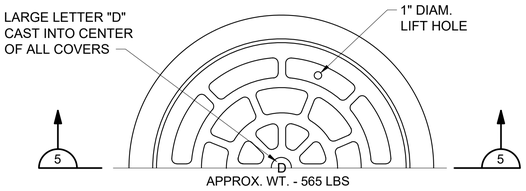


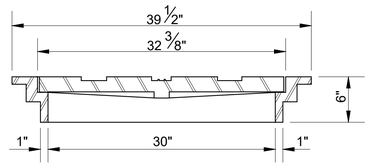
TYPICAL ABOVE PIPES
SECTION 3
NO SCALE



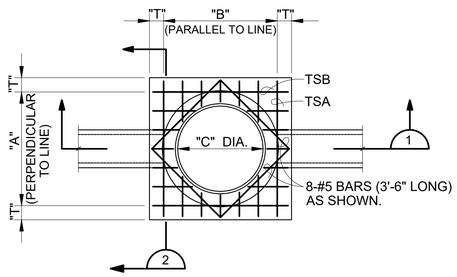
TYPICAL AT PIPES
SECTION 4
NO SCALE



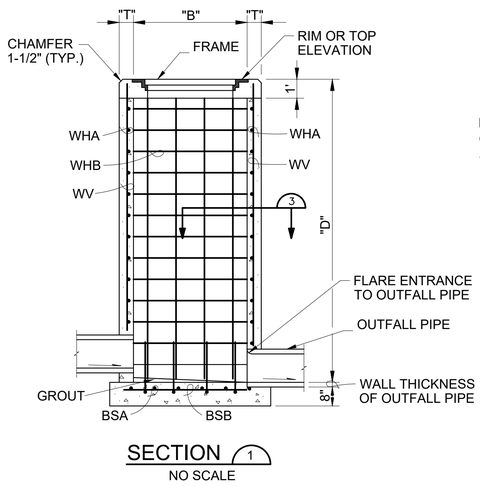
HALF PLAN



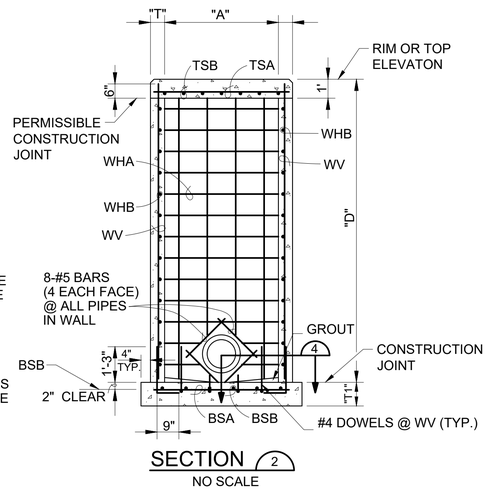
SECTION 5
MCF-30-HD
MANHOLE COVER & FRAME
NO SCALE



"A" & "B" EQUAL (SINGLE)
TYPICAL PLAN VIEW
NO SCALE



SECTION 1
NO SCALE



SECTION 2
NO SCALE

MANHOLE DETAILS

MANHOLE DATA SCHEDULE										
SIZE		RANGE OF DIMENSION "D"	T	REINFORCING						
"A"	"B"			BSA	BSB	WV	WHA	WHB	TSA	TSB
3.5'	3.5'	0' TO 3'-11"	6"	#4@12"	#4@12"	#4@12"	#4@12"	#4@12"	#4@8"	#4@8"
		4' TO 7'-11"	6"	#4@12"	#4@12"	#4@12"	#4@9"	#4@9"	#4@8"	#4@8"
		8' TO 11'-11"	6"	#4@10"	#4@10"	#4@12"	#5@9"	#5@9"	#4@8"	#4@8"
		12' TO 16'	7"	#4@10"	#4@10"	#4@12"	#5@9"	#5@9"	#4@8"	#4@8"
4'	4'	0' TO 3'-11"	6"	#4@12"	#4@12"	#4@12"	#4@12"	#4@12"	#4@8"	#4@8"
		4' TO 7'-11"	6"	#4@12"	#4@12"	#4@12"	#4@9"	#4@9"	#4@8"	#4@8"
		8' TO 11'-11"	6"	#4@10"	#4@10"	#4@12"	#5@9"	#5@9"	#4@8"	#4@8"
		12' TO 16'	7"	#4@10"	#4@10"	#4@12"	#5@9"	#5@9"	#4@8"	#4@8"
5'	4'	0' TO 7'-11"	8"	#4@12"	#4@12"	#4@12"	#5@10"	#5@10"	#5@8"	#5@8"
		8' TO 16'	8"	#4@8"	#4@8"	#4@12"	#5@8"	#4@8"	#5@8"	#5@8"
5'	5'	0' TO 11'-11"	8"	#4@8"	#4@8"	#4@12"	#5@8"	#5@8"	#5@8"	#5@8"
		12' TO 16'	8"	#4@8"	#4@8"	#4@12"	#5@8"	#5@8"	#5@8"	#5@8"
6'	4'	0' TO 7'-11"	8"	#4@12"	#4@8"	#4@12"	#5@9"	#4@9"	#5@8"	#5@6"
6'	5'	8' TO 11'-11"	8"	#4@8"	#4@6"	#4@12"	#6@9"	#5@9"	#5@8"	#5@6"
		12' TO 16'	8"	#4@8"	#4@6"	#4@12"	#6@8"	#5@8"	#5@8"	#5@6"
7'	4'	0' TO 7'-11"	8"	#4@12"	#4@10"	#4@12"	#5@7"	#4@8"	#4@9"	#5@8"
		8' TO 11'-11"	8"	#4@11"	#4@8"	#4@12"	#6@7"	#4@8"	#4@9"	#5@8"
		12' TO 16'	8"	#4@10"	#4@7"	#4@12"	#6@6"	#4@8"	#4@9"	#5@8"
8'	4'	0' TO 7'-11"	9"	#4@12"	#4@10"	#4@12"	#5@7"	#4@8"	#4@9"	#5@8"
		8' TO 11'-11"	9"	#4@11"	#4@8"	#4@12"	#6@6"	#4@8"	#4@9"	#5@8"
		12' TO 16'	9"	#4@10"	#4@7"	#4@12"	#7@6"	#4@8"	#4@9"	#5@8"
10'	4'	0' TO 7'-11"	10"	#4@12"	#4@10"	#4@12"	#6@6"	#4@8"	#4@9"	#5@8"
		8' TO 11'-11"	10"	#4@11"	#4@8"	#4@12"	#7@6"	#4@8"	#4@9"	#5@8"
		12' TO 16'	10"	#4@10"	#4@7"	#4@12"	#7@5"	#4@8"	#4@9"	#5@8"
4'	10'	0' TO 7'-11"	10"	#4@12"	#4@10"	#4@12"	#6@6"	#4@6"	#5@8"	#5@8"
		8' TO 11'-11"	10"	#4@8"	#4@8"	#4@12"	#7@6"	#7@6"	#5@8"	#5@8"
		12' TO 16'	10"	#4@7"	#4@7"	#4@12"	#7@5"	#7@5"	#5@8"	#5@8"

T1 = WALL THICKNESS OF OUTFALL PIPE + 8"

LEGEND:

BSA	BOTTOM STEEL IN "A" DIRECTION
BSB	BOTTOM STEEL IN "B" DIRECTION
WV	WALL STEEL VERTICAL
WHA	WALL STEEL HORIZONTAL IN "A" WALL
WHB	WALL STEEL HORIZONTAL IN "B" WALL
TSA	TOP STEEL IN "A" DIRECTION
TSB	TOP STEEL IN "B" DIRECTION
T	WALL THICKNESS
T1	BOTTOM THICKNESS

STRUCTURE SCHEDULE			
MANHOLE	DIMENSIONS IN FEET		
	A	B	D
A-2	4	4	5.50
A-3	8	4	8.11
A-4	4	4	7.49
B-2	4	4	2.84'

NOTES:

1. VARIABLE DIMENSIONS (A,B,C & D) FOR STRUCTURES ARE SHOWN ON THE STORM DRAIN STRUCTURE SCHEDULE.
2. FOR SIZE OF COVER AND FRAME, SEE DETAIL ON THIS SHEET.
3. STANDARD CONSTRUCTION SHALL BE PRECAST OR CAST IN PLACE REINFORCED CONCRETE.
4. THE GROUT SHALL BE LIMITED TO THAT REQUIRED TO PREVENT STANDING WATER. WHERE PIPES HAVE NEARLY THE SAME INVERT ELEVATION, GROUT SHALL TAPER FROM THE SIDES TOWARDS THE FLOWLINE BETWEEN PIPES WITH NO GROUT PLACED ALONG THE 3 INCHES EACH SIDE OF THE FLOWLINE.
5. CONCRETE: SPECIFIED COMPRESSIVE STRENGTH F'c = 4500 PSI AT 28 DAYS FOR ALL WORK. AIR-ENTRAINMENT - 6% ± 1.5% W/C RATIO - 0.45
6. REINFORCING STEEL FY = 60 KSI.
7. THE REINFORCEMENT CLEARANCE OF 1½" SHOWN IS APPLICABLE TO #5 BARS AND SMALLER. THE CLEARANCE FOR #6 BARS AND LARGER IS 2".
8. THE MINIMUM CLEAR COVER OF CONCRETE OVER REINFORCING STEEL SHALL BE 3" FOR CONCRETE PLACED DIRECTLY AGAINST THE SOIL.
9. ALL PIPE ENTRIES INTO THE BASE OF MANHOLES SHALL BE CONNECTED BY OPEN CHANNELS FORMED USING CAST-IN-PLACE CONCRETE BENCHES. CHANNELS SHALL BE ADJUSTED FOR PIPE SIZE, SHAPE, SLOPE, AND DIRECTION OF FLOW. THE INVERT CHANNELS SHALL BE SMOOTH AND SEMICIRULAR IN SHAPE CONFORMING TO THE INSIDE OF THE ADJACENT PIPE SECTION. CHANGES IN DIRECTION OF FLOW SHALL BE MADE WITH A SMOOTH CURVE OF AS LARGE A RADIUS AS THE SIZE OF THE MANHOLE WILL PERMIT. CHANGES IN SIZE AND GRADE OF THE CHANNELS SHALL BE MADE GRADUALLY AND EVENLY.
10. ALL MANHOLES MAY BE PRECAST. STRUCTURES LOCATED IN AREAS BEYOND THE RUNWAYS SHALL BE DESIGNED BASED ON A WHEEL LOAD FROM AASHTO H20/HS20. STRUCTURES LOCATED IN PAVED AND UNPAVED AREAS SHALL BE DESIGNED BASED ON A WHEEL LOAD OF 100,000 LBS AT A CONTACT PRESSURE OF 250 PSI.
11. ALL MANHOLE COVERS SHALL BE DESIGNED BASED ON A WHEEL LOAD OF 100,000 LBS AT A CONTACT PRESSURE OF 250 PSI IF THE STRUCTURE IS LOCATED IN UNPAVED AND UNPAVED AREAS.

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MARK	DESCRIPTION	DATE

DESIGNED BY: B. GOLIBER
DRAWN BY: B. GOLIBER
CHECKED BY: K. HALL
SUBMITTED BY: B. FIERE
SIZE: ANSI D
ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05
FILE NAME: NJ05_CG501.dwg

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OMAHA DISTRICT
1616 CAPITOL AVENUE
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JOINT BASE - MCGUIRE-DIX-LAKEHURST
REPAIR MCGUIRE AIRFIELD HAZARDOUS
CARGO LOADING AREA - PN: PTFL141025

STORM DRAIN MANHOLE DETAILS

SHEET ID
CG503

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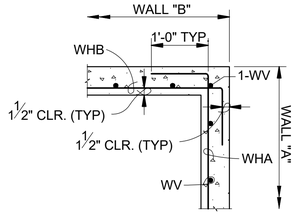
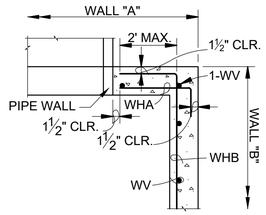


TYPICAL ABOVE PIPES
SECTION 3
NO SCALE



TYPICAL AT PIPES
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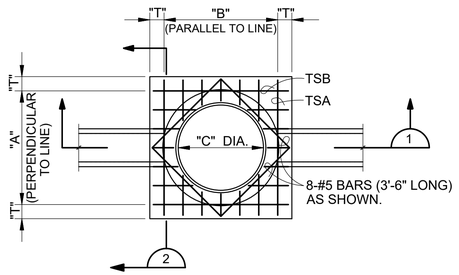
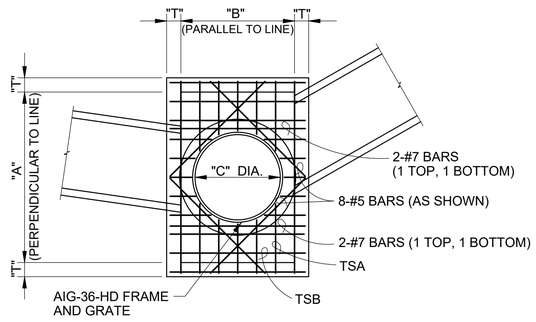


"A" & "B" EQUAL (SINGLE)
TYPICAL PLAN VIEW
NO SCALE



"A" & "B" NOT EQUAL (SINGLE)
TYPICAL PLAN VIEW
NO SCALE

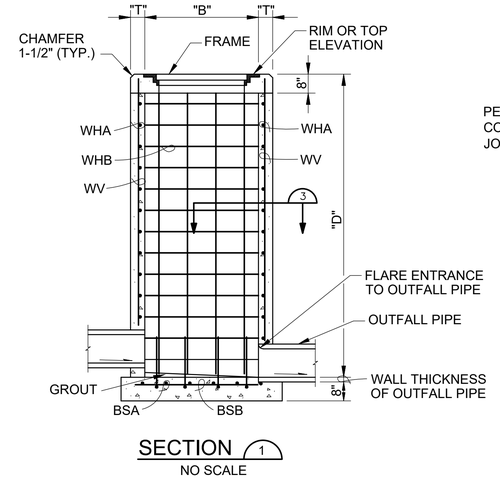
AREA INLET DATA SCHEDULE										
SIZE		RANGE OF DIMENSION "D"	T	REINFORCING						
"A"	"B"			BSA	BSB	WV	WHA	WHB	TSA	TSB
3.5'	3.5'	0' TO 3'-11"	6"	#4@12"	#4@12"	#4@12"	#4@12"	#4@12"	#4@8"	#4@8"
		4' TO 7'-11"	6"	#4@12"	#4@12"	#4@12"	#4@9"	#4@9"	#4@8"	#4@8"
		8' TO 11'-11"	6"	#4@10"	#4@10"	#4@12"	#5@9"	#5@9"	#4@8"	#4@8"
		12' TO 16'	7"	#4@10"	#4@10"	#4@12"	#5@9"	#5@9"	#4@8"	#4@8"
4'	4'	0' TO 3'-11"	6"	#4@12"	#4@12"	#4@12"	#4@12"	#4@12"	#4@8"	#4@8"
		4' TO 7'-11"	6"	#4@12"	#4@12"	#4@12"	#4@9"	#4@9"	#4@8"	#4@8"
		8' TO 11'-11"	6"	#4@10"	#4@10"	#4@12"	#5@9"	#5@9"	#4@8"	#4@8"
		12' TO 16'	7"	#4@10"	#4@10"	#4@12"	#5@9"	#5@9"	#4@8"	#4@8"
5'	4'	0' TO 7'-11"	8"	#4@12"	#4@12"	#4@12"	#5@10"	#5@10"	#5@8"	#5@8"
		8' TO 16'	8"	#4@8"	#4@8"	#4@12"	#5@8"	#4@8"	#5@8"	#5@8"
5'	5'	0' TO 11'-11"	8"	#4@8"	#4@8"	#4@12"	#5@8"	#5@8"	#5@8"	#5@8"
		12' TO 16'	8"	#4@8"	#4@8"	#4@12"	#5@8"	#5@8"	#5@8"	#5@8"
6'	4'	0' TO 7'-11"	8"	#4@12"	#4@8"	#4@12"	#5@9"	#4@9"	#5@8"	#5@6"
6'	5'	8' TO 11'-11"	8"	#4@8"	#4@6"	#4@12"	#6@9"	#5@9"	#5@8"	#5@6"
		12' TO 16'	8"	#4@8"	#4@6"	#4@12"	#6@8"	#5@8"	#5@8"	#5@6"
7'	4'	0' TO 7'-11"	8"	#4@12"	#4@10"	#4@12"	#5@7"	#4@8"	#4@9"	#5@8"
		8' TO 11'-11"	8"	#4@11"	#4@8"	#4@12"	#6@7"	#4@8"	#4@9"	#5@8"
		12' TO 16'	8"	#4@10"	#4@7"	#4@12"	#6@6"	#4@8"	#4@9"	#5@8"
8'	4'	0' TO 7'-11"	9"	#4@12"	#4@10"	#4@12"	#5@7"	#4@8"	#4@9"	#5@8"
		8' TO 11'-11"	9"	#4@11"	#4@8"	#4@12"	#6@6"	#4@8"	#4@9"	#5@8"
		12' TO 16'	9"	#4@10"	#4@7"	#4@12"	#7@6"	#4@8"	#4@9"	#5@8"
10'	4'	0' TO 7'-11"	10"	#4@12"	#4@10"	#4@12"	#6@6"	#4@8"	#4@9"	#5@8"
		8' TO 11'-11"	10"	#4@11"	#4@8"	#4@12"	#7@6"	#4@8"	#4@9"	#5@8"
		12' TO 16'	10"	#4@10"	#4@7"	#4@12"	#7@5"	#4@8"	#4@9"	#5@8"
4'	10'	0' TO 7'-11"	10"	#4@12"	#4@10"	#4@12"	#6@6"	#4@6"	#5@8"	#5@8"
		8' TO 11'-11"	10"	#4@8"	#4@8"	#4@12"	#7@6"	#7@6"	#5@8"	#5@8"
		12' TO 16'	10"	#4@7"	#4@7"	#4@12"	#7@5"	#7@5"	#5@8"	#5@8"

T1 = WALL THICKNESS OF OUTFALL PIPE + 8"

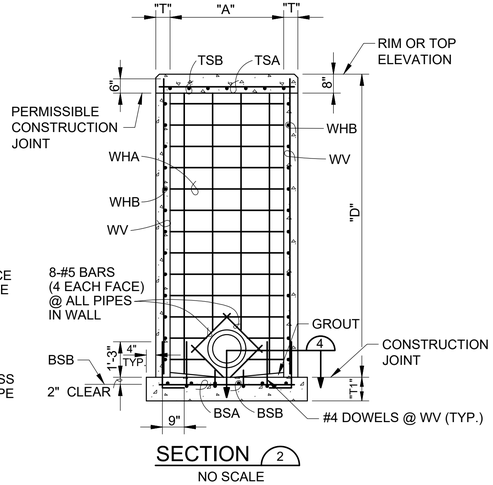
LEGEND:

BSA	BOTTOM STEEL IN "A" DIRECTION
BSB	BOTTOM STEEL IN "B" DIRECTION
WV	WALL STEEL VERTICAL
WHA	WALL STEEL HORIZONTAL IN "A" WALL
WHB	WALL STEEL HORIZONTAL IN "B" WALL
TSA	TOP STEEL IN "A" DIRECTION
TSB	TOP STEEL IN "B" DIRECTION
T	WALL THICKNESS
T1	BOTTOM THICKNESS

STRUCTURE SCHEDULE			
AREA INLET	DIMENSIONS IN FEET		
	A	B	D
ZZ-1	4	4	5.00

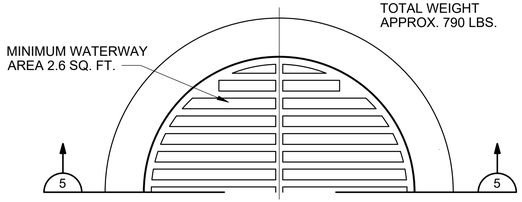


SECTION 1
NO SCALE

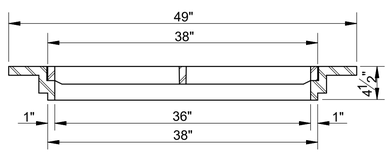


SECTION 2
NO SCALE

AREA INLET DETAILS



HALF PLAN



SECTION 5

AIG-36-HD
HEAVY-DUTY AREA INLET GRATE & FRAME
NO SCALE

NOTES:

1. VARIABLE DIMENSIONS (A,B,C & D) FOR STRUCTURES ARE SHOWN ON THE STORM DRAIN STRUCTURE SCHEDULE.
2. FOR SIZE OF COVER AND FRAME, SEE DETAIL ON THIS SHEET.
3. STANDARD CONSTRUCTION SHALL BE PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE.
4. THE GROUT SHALL BE LIMITED TO THAT REQUIRED TO PREVENT STANDING WATER. WHERE PIPES HAVE NEARLY THE SAME INVERT ELEVATION, GROUT SHALL TAPER FROM THE SIDES TOWARDS THE FLOWLINE BETWEEN PIPES WITH NO GROUT PLACED ALONG THE 3 INCHES EACH SIDE OF THE FLOWLINE.
5. CONCRETE: SPECIFIED COMPRESSIVE STRENGTH F'c = 4500 PSI AT 28 DAYS FOR ALL WORK. AIR-ENTRAINMENT - 6% ± 1.5% W/C RATIO - 0.45
6. REINFORCING STEEL FY = 60 KSI.
7. THE REINFORCEMENT CLEARANCE OF 1½" SHOWN IS APPLICABLE TO #5 BARS AND SMALLER. THE CLEARANCE FOR #6 BARS AND LARGER IS 2".
8. THE MINIMUM CLEAR COVER OF CONCRETE OVER REINFORCING STEEL SHALL BE 3" FOR CONCRETE PLACED DIRECTLY AGAINST THE SOIL.
9. ALL PIPE ENTRIES INTO THE BASE OF MANHOLES SHALL BE CONNECTED BY OPEN CHANNELS FORMED USING CAST-IN-PLACE CONCRETE BENCHES. CHANNELS SHALL BE ADJUSTED FOR PIPE SIZE, SHAPE, SLOPE, AND DIRECTION OF FLOW. THE INVERT CHANNELS SHALL BE SMOOTH AND SEMICIRULAR IN SHAPE CONFORMING TO THE INSIDE OF THE ADJACENT PIPE SECTION. CHANGES IN DIRECTION OF FLOW SHALL BE MADE WITH A SMOOTH CURVE OF AS LARGE A RADIUS AS THE SIZE OF THE MANHOLE WILL PERMIT. CHANGES IN SIZE AND GRADE OF THE CHANNELS SHALL BE MADE GRADUALLY AND EVENLY.
10. ALL AREA INLETS MAY BE PRECAST. PRECAST AREA INLETS SHALL CONFORM TO ASTM C478 MEETING HS-20 LOADING

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MARK	DESCRIPTION	DATE

DESIGNED BY: B. GOLIBER
DRAWN BY: B. GOLIBER
CHECKED BY: K. HALL
SUBMITTED BY: B. FLERE
SIZE: ANSI D
ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
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U.S. ARMY CORPS OF ENGINEERS
NEW YORK DISTRICT
26 FEDERAL PLAZA
NEW YORK, NEW YORK 10278

U.S.ARMY CORPS OF ENGINEERS
OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA, NEBRASKA 68102

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

STORM DRAIN AREA INLET DETAILS

SHEET ID
CG504

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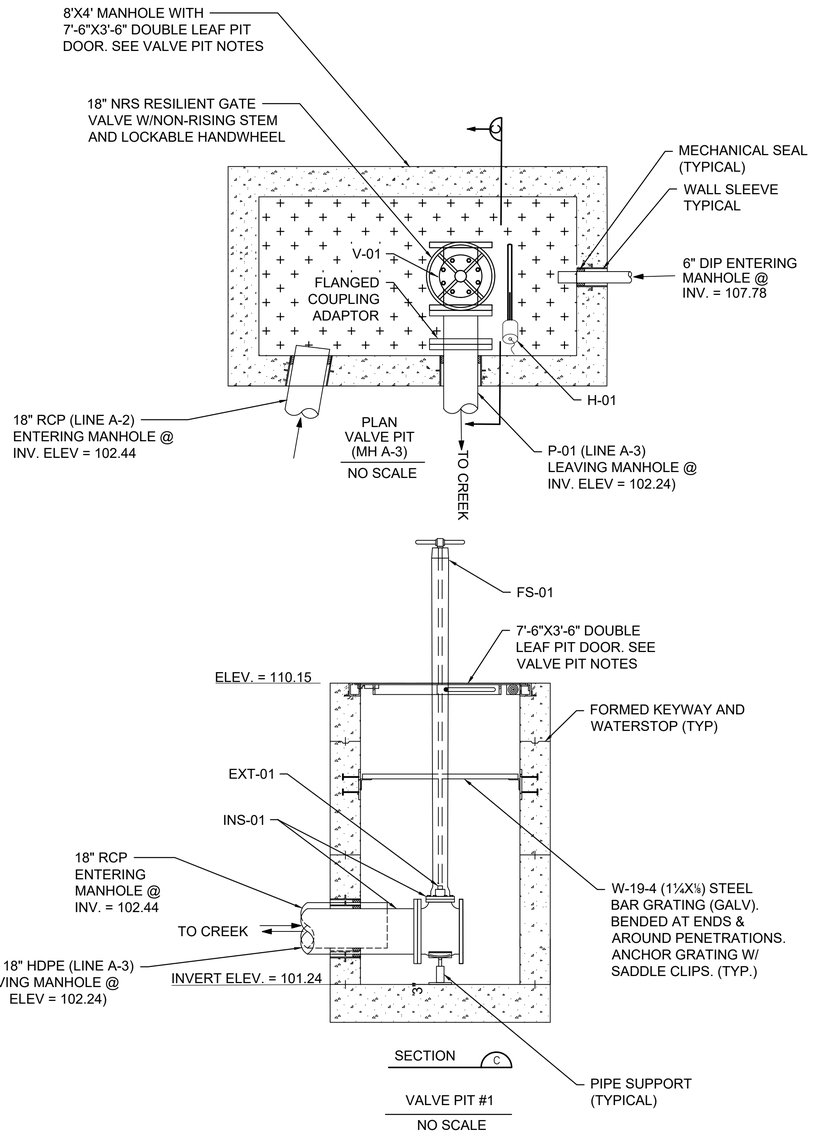

AIRCRAFT DEICING FLUID DISCHARGE CONTROL MANHOLE SCHEDULE

COMPONENT ID	DESCRIPTION	SPECIFICATION/MATERIAL	QUANTITY
V-01	MAIN ISOLATION VALVE	18" RESILIENT WEDGE GATE VALVE (AWWA C515), NON-RISING STEM (NRS), 316 SS HARDWARE, 10-MIL FBE (FUSION BONDED EPOXY) COATED.	1
P-01	CARRIER PIPE	18" HDPE (PE4710), DR 11, BUTT-FUSION OR ELECTROFUSION JOINTS.	AS REQUIRE
EXT-01	EXTENSION STEM	TELESCOPING 304 STAINLESS STEEL ROD WITH PINNED SOCKET TO 2" SQUARE VALVE NUT.	1
SG-01	STEM GUIDE	316 STAINLESS STEEL WALL-MOUNTED GUIDE WITH ADJUSTABLE BUSHING AT 2.5' HEIGHT.	1
FS-01	FLOOR STAND	HEAVY-DUTY CAST IRON, MANUAL HANDWHEEL, WEATHER CAP (RAIN HAT), "OPEN/CLOSED"	1
H-01	IMMERSON HEATER	2KW INDUSTRIAL OVER-THE-SIDE, 316 SS SHEATH, NEMA 4X ENCLOSURE, INTEGRATED THERMOSTAT (SET TO 40°F).	1
INS-01	THERMAL WRAP	2" THICK CLOSED-CELL ELASTOMERIC FOAM (ARMAFLEX) ON VALVE BODY AND FIRST 12" OF PIPING.	AS REQUIRE
ISO-01	DIELECTRIC KIT	G-10 ISOLATION GASKETS, MYLAR SLEEVES, AND WASHERS FOR ALL FLANGED INTERFACES.	2 KITS
LS-01	WALL SEALS	LINK-SEAL (MODULAR MECHANICAL SEALS) WITH EPDM ELEMENTS AND 316 SS HARDWARE.	3 SETS

CRITICAL INSTALLATION & IMPLEMENTATION SCHEDULE
THE FOLLOWING STEPS ARE MANDATORY TO MAINTAIN COMPLIANCE WITH UFC 3-230-01 AND ENSURE THE SYSTEM FUNCTIONS UNDER FREEZING CONDITIONS:
1.PRE-INSTALLATION COATING AUDIT: * PERFORM A HOLIDAY TEST ON THE VALVE'S FUSION-BONDED EPOXY (FBE).
2.MECHANICAL JOINTING:
•INSTALL DIELECTRIC ISOLATION KITS (ISO-01) AT ALL FLANGE INTERFACES BETWEEN THE VALVE AND HDPE PIPING.
•INSTALL LINK-SEALS (LS-01) AT MANHOLE WALL PENETRATIONS TO ALLOW FOR THERMAL EXPANSION/CONTRACTION OF THE HDPE WITHOUT COMPROMISING THE WATERTIGHT SEAL.
3.THERMAL PROTECTION:
•APPLY THERMAL WRAP (INS-01) DIRECTLY TO THE VALVE BODY AND THE INITIAL 12" OF PIPING.
•SUSPEND THE IMMERSION HEATER (H-01) FROM THE MANHOLE RIM OR A DEDICATED BRACKET. ENSURE THE HEATING ELEMENT IS FULLY SUBMERGED BELOW THE LOWEST ANTICIPATED FLUID LEVEL.
4.OPERATOR ALIGNMENT:
•PIN THE TELESCOPING EXTENSION (EXT-01) TO THE VALVE NUT.
•SECURE THE STEM GUIDE (SG-01) TO THE MANHOLE WALL.
•PLUMB CHECK: THE ROD MUST BE WITHIN 1° OF VERTICAL TO PREVENT BINDING IN SUB-ZERO TEMPERATURES.
5.FINAL COMMISSIONING:
•PERFORM A TORQUE TEST; THE VALVE MUST CYCLE FULLY WITH <200 FT-LBS OF FORCE.

VALVE PIT NOTES:
1. SEE SHEET CG503 FOR REINFORCING, AND GRATING DETAILS.
2. SINGLE AND DOUBLE LEAF VALVE PIT DOORS SHALL BE THE PRODUCT OF A COMPANY REGULARLY ENGAGED IN THE MANUFACTURE OF SUCH DOORS.
3. PIT DOORS SHALL BE DESIGNED TO WITHSTAND A LIVE LOAD OF 150 POUNDS PER SQUARE FOOT.
4. DOORS AND FRAMES SHALL BE OF EITHER ALUMINUM OR STEEL CONSTRUCTION AT THE OPTION OF THE CONTRACTOR UNLESS SPECIFICALLY CALLED OUT AS ALUMINUM. STEEL DOORS AND FRAMES SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A123
5. REFER TO SPECIFICATION SECTION 05500 "MISCELLANEOUS METAL" FOR ADDITIONAL PIT DOOR REQUIREMENTS.
6. SEE SHEET ELECTRICAL SHEETS FOR ADDITIONAL ELECTRICAL REQUIREMENTS.
7. SEE SHEET CG101 FOR LOCATION.

US Army Corps of Engineers®

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VALVE DETAILS

SHEET ID
CG505

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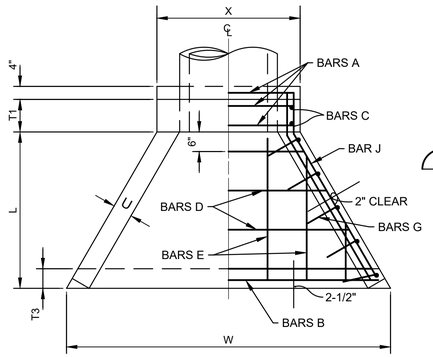
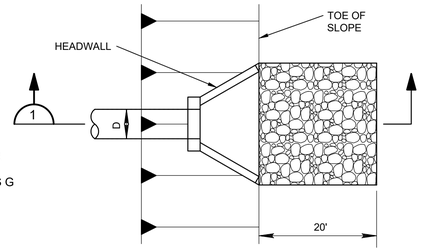
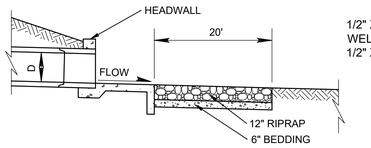


PLAN

NOTES
1. BARS D SHALL BE SPACED AT 12" CENTERS.
2. BARS E SHALL BE SPACED AT 12" CENTERS AND SHALL BE SPACED SYMETRICALLY ABOUT CENTERLINE.
3. EMBED BARS F AND H INTO HEADWALL 8".



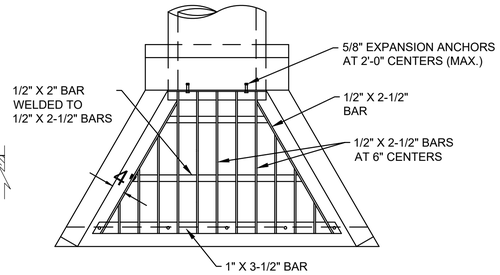


SECTION 1

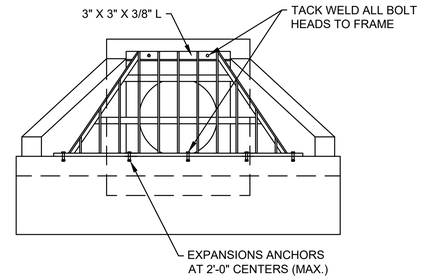
STORM DRAIN RIPRAP INSTALLATION DETAILS

NO SCALE

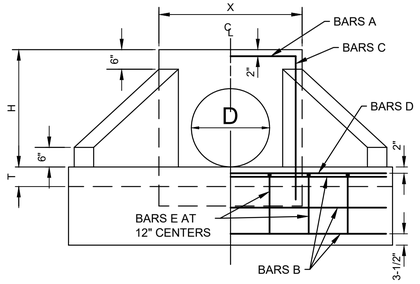
NOTES
1. GRAVEL LAYER SHALL AGGREGATE BASE COURSE.
2. 12-INCH THICK RIPRAP SHALL MEET THE GRADATION REQUIREMENTS FOR 6-INCH d50 STONE SIZE.



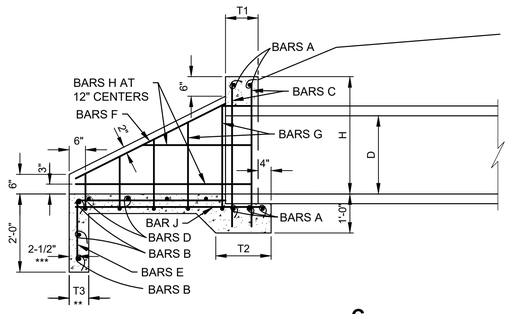
PLAN



ELEVATION



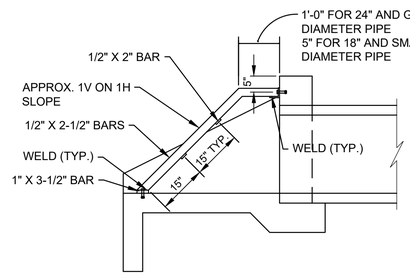
ELEVATION



SECTION ON PIPE ℄

PIPE HEADWALL DETAILS

NO SCALE



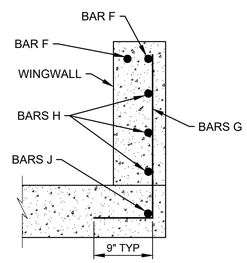
SECTION ON PIPE ℄

MANPROOFING DETAILS

NO SCALE

MANPROOFING NOTES
1. ALL BARS AND ANGLES SHALL BE STRUCTURAL GRADE STEEL AND SHALL BE GALVANIZED WITH 2.0 OZ. ZINC/SQ. FT. ALL BOLTS SHALL BE STAINLESS STEEL.
2. EXPANSION ANCHORS SHALL BE 5/8" DIAMETER WITH 4" MINIMUM EMBEDMENT.
3. MANPROOFING OF HEADWALLS SHALL BE INSPECTED BY THE CONTRACTING OFFICER AND SHALL BE SUBJECT TO APPROVAL.

GENERAL NOTES
1. REINFORCING STEEL FY = 60 KSI.



TYPICAL WINGWALL SECTION

NO SCALE

TABLE OF VARIABLE DIMENSIONS

PIPE SIZE D	NUMBER OF PIPE*	H	L	W	X	T/T3**	T1	T2	U	BARS A NO.	BARS A SIZE	BARS B NO.	BARS B SIZE	BARS C NO.	BARS C SIZE	BARS D NO.	BARS D SIZE	BARS E NO.	BARS E SIZE	BARS F NO.	BARS F SIZE	BARS G NO.	BARS G SIZE	BARS G SPACING NORMAL TO CURB	BARS H NO.	BARS H SIZE	BARS J NO.	BARS J SIZE	BARS K NO.	BARS K SIZE
18"	1	2'-6"	3'-0"	6'-7½"	3'-2"	6"	10"	1'-5"	6"	5	4	3	4	4	4	3	4	6	4	4	4	6	4	12"	4	4	2	4	-	-

* FOR MULTIPLE INSTALLATIONS HAVING MORE THAN TWO PIPES THE DIMENSION "X" IS TO BE INCREASED BY THE VALUE D + 3D FOR EACH ADDITIONAL PIPE. ADDITIONAL BARS C & E ARE TO BE PROVIDED AND SPACED AS SHOWN.
4

** FOR CONCRETE CAST AGAINST THE EARTH, THE T3 DIMENSION SHALL BE INCREASED TO A MINIMUM OF 8".

*** INCREASE CLEARANCE TO A MINIMUM OF 3" IF TRENCHED.

CONCRETE: SPECIFIED COMPRESSIVE STRENGTH
F'c = 4500 PSI AT 28 DAYS FOR ALL WORK.
AIR-ENTRAINMENT - 6% ± 1.5%
W/C RATIO - 0.45

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MARK	DESCRIPTION	DATE

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:
B. FLEREK	NJ05
SIZE: ANSI D	FILE NAME: NJ05_CG501.dwg

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HEADWALL DETAILS

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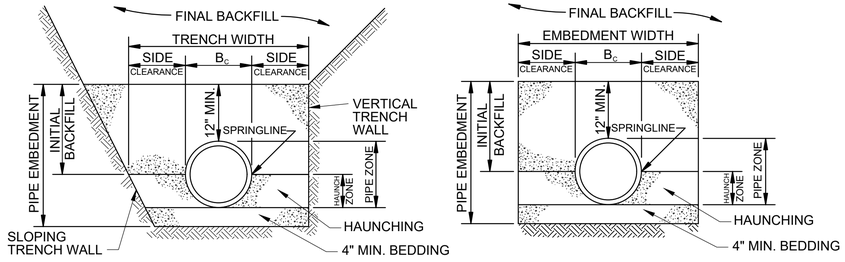


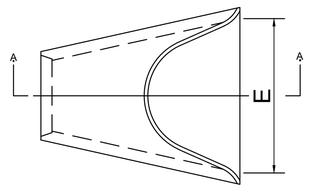
TRENCH INSTALLATIONS **EMBANKMENT INSTALLATIONS**

NON-PERFORATED PLASTIC PIPE BEDDING DETAILS

NO SCALE

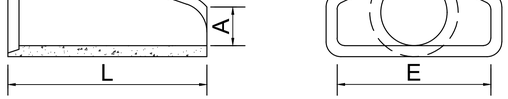
PLASTIC PIPE BEDDING NOTES:
1. EMBEDMENT SIDE CLEARANCE SHALL BE 12 INCHES FOR PIPES 12 TO 18 INCHES IN DIAMETER AND 18 INCHES FOR PIPE GREATER THAN 18 INCHES IN DIAMETER.
2. BEDDING DEPTH SHALL BE INCREASED TO 6" IN ROCK CUTS.

GENERAL NOTES:
1. EXCAVATION AND TRENCHING SHALL BE IN ACCORDANCE WITH THE SPECIAL SAFETY REQUIREMENTS OF THE SPECIFICATIONS.
2. MINIMUM COVER FOR CONSTRUCTION LOADS OVER PLASTIC PIPES SHALL BE AS SPECIFIED IN ASTM D 2321.



REINFORCED CONCRETE ROUND PIPE				
PIPE DIAM. (INCHES)	DIMENSIONS IN INCHES			
	A	C	L	E
18	10	48	78	36

PLAN



SECTION A-A END VIEW

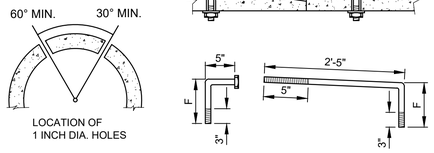
END SECTION FOR REINFORCED CONCRETE CIRCULAR PIPE

NO SCALE

3/4-INCH GALVANIZED ANCHOR BOLTS, NUTS AND WASHERS, MILD STEEL, ASTM A 307. ROD LUG SHALL BE COATED WITH COAL-TAR, EPOXY PAINT OR APPROVED EQUAL

TWO ANCHOR BOLTS ARE REQUIRED PER JOINT

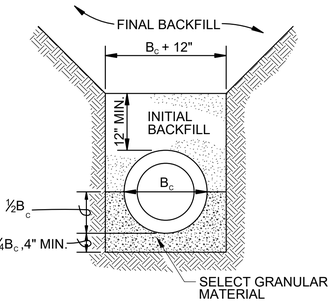
PIPE DIAMETER (INCHES)	F (INCHES)
18 TO 30	5



CONCRETE JOINT FASTENER DETAILS

NO SCALE

NOTES:
1. DIMENSIONS OF END SECTIONS MAY VARY SLIGHTLY FROM THOSE SHOWN ON THE TABLES DUE TO DIFFERENT MANUFACTURER'S VARIATIONS.
2. GALVANIZED TOE PLATE SHALL BE REQUIRED ON END SECTIONS FOR CORRUGATED STEEL PIPE AND SHALL BE THE SAME THICKNESS AS END SECTIONS. TOE PLATE SHALL BE FIELD-BOLTED TO END SECTION WITH 3/8" GALVANIZED BOLTS, NUTS AND WASHERS.
3. CONCRETE PIPE JOINT FASTENERS SHALL BE INSTALLED SO THAT A MINIMUM OF 15 LINEAR FEET OF THE OUTLET END OF THE PIPE ARE MECHANICALLY LOCKED TOGETHER. END SECTION LENGTHS SHALL BE INCLUDED IN THE 15 LF REQUIREMENT.



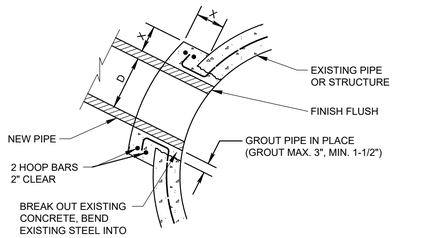
CLASS B

LEGEND:
B_c = OUTSIDE PIPE DIAMETER
D = INSIDE PIPE DIAMETER

NOTES:
1. SEE SPECIFICATIONS FOR MATERIAL AND COMPACTION REQUIREMENTS.
2. MAXIMUM PARTICLE SIZE IN INITIAL BACKFILL SHALL BE 1/2" FOR PLASTIC PIPE OR COATED OR WRAPPED PIPE AND 1-1/2" FOR ALL OTHER TYPES OF PIPE.

PIPE BEDDING DETAILS

NO SCALE

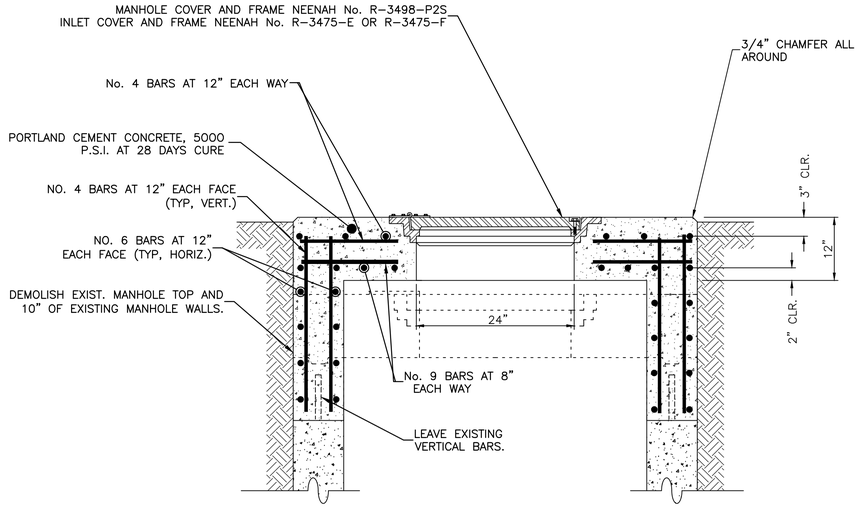


D	X	HOOP BARS
18" OR SMALLER	6"	#3
LARGER THAN 18"	9"	#4

STRUCTURE/PIPE TAP DETAIL

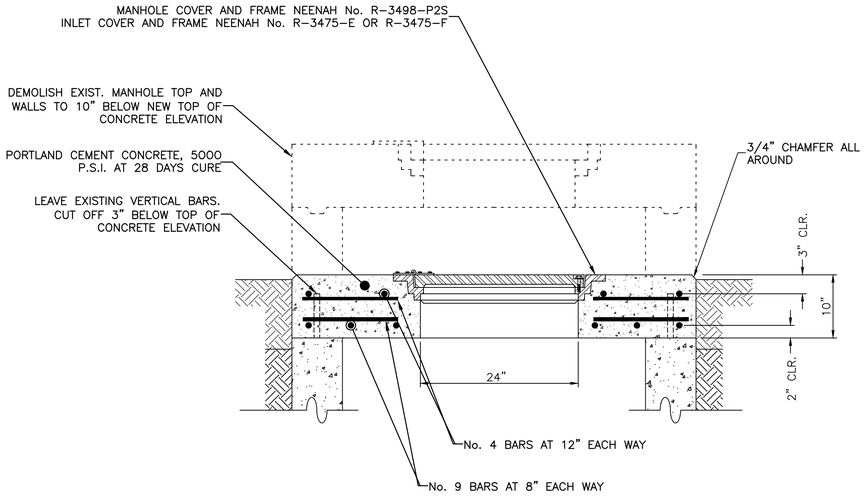
NO SCALE

STRUCTURE SCHEDULE		
MANHOLE	MANHOLE TOP - EXIST. ELEVATION	MANHOLE TOP - NEW ELEVATION
MH Z-1	111.91	112.25
MH Z-2	111.12	112.42



MANHOLE/INLET ADJUSTMENT DETAIL (RAISING)

NOT TO SCALE



MANHOLE/INLET ADJUSTMENT DETAIL (LOWERING)

NOT TO SCALE

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MISCELLANEOUS STORM DRAIN DETAILS

SHEET ID

CG507

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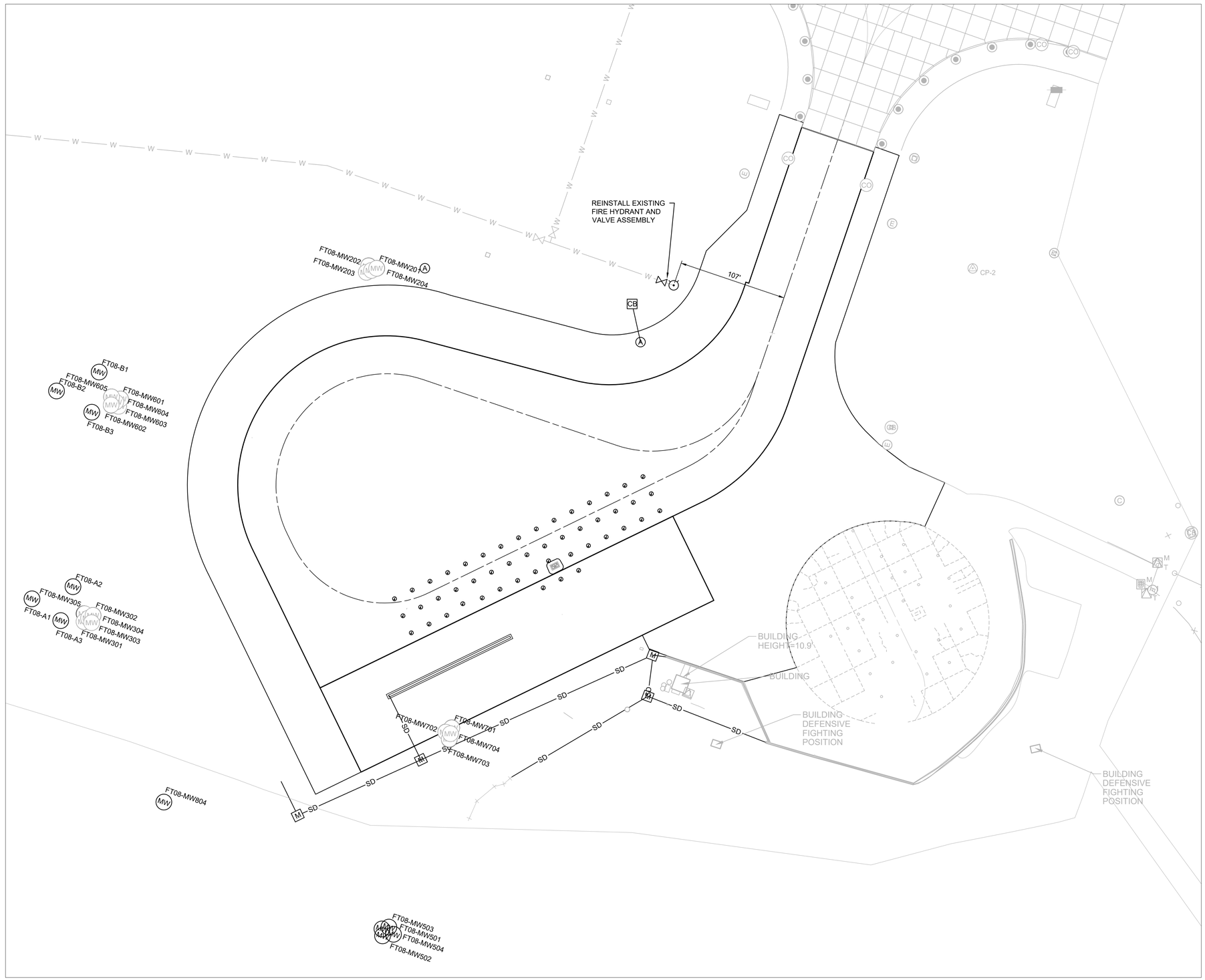

A1 FIRE HYDRANT REPLACEMENT PLAN

SCALE: 1"=50'

GENERAL SHEET NOTES

1. SEE SPECIFICATION SECTION 33 11 00 FOR REINSTALLATION OF THE EXISTING FIRE HYDRANT AND VALVE ASSEMBLY.

LEGEND

- RELOCATED FIRE HYDRANT LOCATION
- RELOCATED WATER VALVE LOCATION

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FILE NAME: NJ05_CU101.dwg

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FIRE HYDRANT REPLACEMENT PLAN

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GENERAL SESC NOTES:

1. THE DISTRICT INSPECTOR MAY REQUIRE ADDITIONAL SOIL EROSION AND SEDIMENT CONTROL MEASURES TO BE INSTALLED IN ACCORDANCE WITH "THE STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NEW JERSEY, 7TH EDITION, JANUARY 2014, REVISED JULY 2017" (SESC STANDARDS).

2. ALL WORK IS TO BE DONE IN ACCORDANCE WITH SESC STANDARDS.

3. ALL APPLICABLE EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN PLACE PRIOR TO ANY GRADING OPERATION AND/OR INSTALLATION OF PROPOSED STRUCTURES OR UTILITIES.

4. SOIL EROSION AND SEDIMENT CONTROL PRACTICES ON THE PLAN SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NEW JERSEY.

5. ALL APPLICABLE EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE LEFT IN PLACE UNTIL CONSTRUCTION IS COMPLETED AND/OR THE AREA IS STABILIZED.

6. ANY DISTURBED AREA THAT WILL BE LEFT EXPOSED FOR MORE THAN SIXTY (60) DAYS AND NOT SUBJECT TO CONSTRUCTION TRAFFIC SHALL IMMEDIATELY RECEIVE A TEMPORARY SEEDING AND FERTILIZATION IN ACCORDANCE WITH THE STANDARDS. IF THE SEASON PROHIBITS TEMPORARY SEEDING, THE DISTURBED AREAS WILL BE MULCHED WITH SALT HAY OR EQUIVALENT AND ANCHORED IN ACCORDANCE WITH THE STANDARDS.

7. ALL CRITICAL AREAS SUBJECT TO EROSION WILL RECEIVE A TEMPORARY SEEDING IN COMBINATION WITH STRAW MULCH IN ACCORDANCE WITH THE STANDARDS IMMEDIATELY FOLLOWING ROUGH GRADING.

8. THE SITE SHALL AT ALL TIMES BE GRADED AND MAINTAINED SUCH THAT ALL STORMWATER RUNOFF IS DIVERTED TO SOIL EROSION AND SEDIMENT CONTROL FACILITIES.

9. ALL SOIL EROSION AND SEDIMENT CONTROL STRUCTURES WILL BE INSPECTED AND MAINTAINED ON A REGULAR BASIS AND AFTER EVERY STORM EVENT.

10. SOIL STOCKPILES ARE NOT TO BE LOCATED WITHIN FIFTY (50) FEET OF A FLOODPLAIN, SLOPE, ROADWAY OR DRAINAGE FACILITY. THE BASE OF ALL STOCKPILES SHOULD BE PROTECTED BY A HAY BALE BARRIER OR SEDIMENT FENCE. PROPOSED LOCATIONS MUST BE DELINEATED ON THE PLANS.

11. A CRUSHED STONE TIRE CLEANING PAD WILL BE INSTALLED WHEREVER A CONSTRUCTION ACCESS EXISTS. THE RIP RAP PAD MUST BE 100 FEET IN LENGTH AND THE STONE MUST BE 1.5" - 4" IN SIZE, PLACED 12" THICK AND THE FULL WIDTH OF THE ENTRANCE. IT SHOULD BE UNDERLAIN WITH A SUITABLE SYNTHETIC FILTER FABRIC AND MAINTAINED. THE STRUCTURE MUST BE DELINEATED AND DETAILED ON THE PLANS.

12. IF A STONE CONSTRUCTION ACCESS IS TO BE USED AS AN EXIT ONTO A MAJOR HIGHWAY, A THIRTY (30) FOOT PAVED TRANSITION AREA SHALL BE INSTALLED.

13. ALL DRIVEWAYS MUST BE STABILIZED WITH 2 ½" CRUSHED STONE OR SUB BASE PRIOR TO INDIVIDUAL LOT CONSTRUCTION.

14. PAVED ROADWAYS MUST BE KEPT CLEAN AT ALL TIMES.

15. ALL CATCH BASIN INLETS WILL BE PROTECTED DURING CONSTRUCTION (FILTER DETAILS APPEAR ON PLAN).

16. ALL STORM DRAINAGE OUTLETS WILL BE STABILIZED BEFORE THE DISCHARGE POINTS BECOME OPERATIONAL.

17. ALL DEWATERING OPERATIONS MUST DISCHARGE DIRECTLY INTO A GROUNDWATER TREATMENT SYSTEM. SEE THE SPECIEFICAITONS FOR HANDLING CONTAMINATED GROUNDWATER FOR FURTHER INFORMATION.

18. THE BURLINGTON COUNTY SOIL CONSERVATION DISTRICT SHALL BE NOTIFIED 72 HOURS PRIOR TO ANY LAND DISTURBANCE.

19. SOIL HAVING A PH OF 4.0 OR LESS OR CONTAINING IRON SULFIDE MUST BE COVERED WITH A MINIMUM OF 12 INCHES OF SOIL HAVING A PH OF 5.0 OR MORE BEFORE SEEDBED PREPARATION.

20. IT SHALL BE THE RESPONSIBILITY OF CONTRACTOR TO PROVIDE CONFIRMATION OF LIME, FERTILIZER AND SEED APPLICATION RATES AT THE REQUEST OF THE BURLINGTON COUNTY SOIL CONSERVATION DISTRICT.

21. NJSA 4:24-39, ET SEQ. REQUIRES THAT NO CERTIFICATE OF OCCUPANCY BE ISSUED BEFORE ALL THE PROVISIONS OF THE CERTIFIED SOIL EROSION AND SEDIMENT CONTROL PLAN HAVE BEEN COMPLIED WITH FOR PERMANENT MEASURES. ALL SITE WORK FOR THE PROJECT MUST BE COMPLETED PRIOR TO THE DISTRICT ISSUING A REPORT OF COMPLIANCE AS A PREREQUISITE TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY BY THE MUNICIPALITY.

22. NJSA 4:24-39, ET SEQ. REQUIRES THAT UPON PERMANENT SITE STABILIZATION AND COMPLETION OF CONSTRUCTION THE CONTRACTOR SHALL APPLY TO THE SOIL CONSERVATION DISTRICT FOR A FINAL COMPLIANCE INSPECTION TO CHECK THAT ALL THE PROVISIONS OF THE CERTIFIED SOIL EROSION AND SEDIMENT CONTROL PLAN HAVE BEEN COMPLIED WITH FOR PERMANENT MEASURES.

23. OFF-SITE SEDIMENT DISTURBANCE MAY REQUIRE ADDITIONAL CONTROL MEASURES TO BE DETERMINED BY THE DISTRICT EROSION CONTROL INSPECTOR.

24. A COPY OF THE CERTIFIED SOIL EROSION AND SEDIMENT CONTROL PLAN MUST BE MAINTAINED ON THE PROJECT SITE DURING CONSTRUCTION.

25. ANY CONVEYANCE OF THIS PROJECT PRIOR TO ITS COMPLETION WILL TRANSFER FULL RESPONSIBILITY FOR COMPLIANCE WITH THE CERTIFIED PLAN TO ALL SUBSEQUENT OWNERS.

26. IMMEDIATELY AFTER THE COMPLETION OF STRIPPING AND STOCKPILING TOPSOIL, THE STOCKPILE SHALL BE SEEDED WITH TEMPORARY VEGETATION. STABILIZE TOPSOIL STOCKPILES WITH STRAW MULCH FOR PROTECTION IF THE SEASON DOES NOT PERMIT THE ESTABLISHMENT OF TEMPORARY SEED.

27. ANY CHANGES TO THE SITE PLAN WILL REQUIRE THE SUBMISSION OF A REVISED SOIL EROSION AND SEDIMENT CONTROL PLAN TO THE BURLINGTON COUNTY SOIL CONSERVATION DISTRICT. THE REVISED PLAN MUST BE IN ACCORDANCE WITH THE CURRENT STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NEW JERSEY.

28. MAXIMUM SIDE SLOPES OF ALL EXPOSED SURFACES SHALL NOT BE CONSTRUCTED STEEPER THAN 3:1.

29. THE DISTRICT EROSION CONTROL INSPECTOR MAY REQUIRE ADDITIONAL MEASURES TO BE INSTALLED.

30. IMMEDIATELY PRIOR TO TOPSOIL APPLICATION, THE SUBSOIL SHALL BE EVALUATED FOR COMPACTION IN ACCORDANCE WITH THE STANDARD FOR LAND GRADING. SEE DETAILS.

31. NJSA 4:24-39 ET SEQ. REQUIRES THAT NO CERTIFICATE OF OCCUPANCY BE ISSUED BEFORE THE COMPLETION OF A SOIL COMPACTION MITIGATION VERIFICATION FORM AND CONFIRMATION BY THE DISTRICT INSPECTOR THAT THE COMPACTION MITIGATION REQUIREMENTS IN THE STANDARD FOR LAND GRADING HAVE BEEN SUFFICIENTLY ADDRESSED.

32. CONCRETE TRUCK WASHOUT AREAS WILL BE MAINTAINED ON A CONTINUAL BASIS AND AS NEEDED.

33. THE STORMWATER POLLUTION PREVENTION PLAN AND THE SPILL RESPONSE PLAN SHALL BE AVAILABLE ON SITE FOR REVIEW BY THE SCD INSPECTOR AND/OR THE NJDEP INSPECTOR.

34. THE SCD INSPECTOR OR NJDEP INSPECTOR MAY REQUIRE ADDITIONAL MEASURES FOR STORMWATER POLLUTION PREVENTION TO BE INSTALLED.

35. INSPECTIONS OF ALL STORMWATER POLLUTION PREVENTION PLAN MEASURES WILL BE CONDUCTED AND DOCUMENTED ON A REGULAR BASIS AND AFTER EVERY STORM EVENT.

36. WASTE COLLECTION CONTAINERS WILL NOT BE PERMITTED TO OVERFLOW.

37. ANY SPILLS OF HAZARDOUS OR SANITARY WASTES WILL BE CLEANED UP IMMEDIATELY, AND IN ACCORDANCE WITH THE SPILL RESPONSE PLAN. SPILL KITS MUST BE AVAILABLE ONSITE OR ADJACENT TO THE SITE.

38. ANY HAZARDOUS SUBSTANCE RELEASES IN EXCESS OF REPORTABLE QUANTITIES (RQ) ESTABLISHED UNDER 40 C.F.R. 110, 117 AND 302 THAT OCCUR WITHIN A 24-HOUR PERIOD MUST BE REPORTED THE NATIONAL RESPONSE CENTER (800 424-8802).

STANDARD FOR DUST CONTROL:

PURPOSE: TO PREVENT BLOWING AND MOVEMENT OF DUST FROM EXPOSED SOIL SURFACES, REDUCE ON-SITE AND OFF-SITE DAMAGE, REDUCE HEALTH HAZARDS, AND IMPROVE TRAFFIC SAFETY. IN ORDER TO CONTROL DUST AND SOIL BLOWING, THE CONTRACTOR SHALL (IN ACCORDANCE WITH THE BURLINGTON COUNTY SOIL CONSERVATION DISTRICT STANDARD SOIL EROSION AND SEDIMENT CONTROL NOTES ABOVE) PERFORM THE FOLLOWING TASKS:

1. ANY DISTURBED AREAS THAT WILL BE LEFT EXPOSED FOR MORE THAN 30 DAYS SHALL BE SEEDED.

2. SUBGRADE SHALL BE STABILZIED WITHIN 15 DAYS FOLLOWING ROUGH GRADING OF PAVED AREAS.

3. WATER SHALL BE SPRAYED ON EXPOSED DIRT SURFACES TO KEEP THEM WET AS NECESSARY TO PREVENT DUST FROM BLOWING.
THE FOLLOWING METHODS MAY ALSO BE UTILIZED AS NECESSARY TO CONTROL DUST BLOWING:

1. VEGETATIVE COVER: SEE TEMPORARY VEGETATIVE COVER FOR SOIL STABILIZATION, AND SEE PERMANENT VEGETATIVE COVER.

2. SPRINKLING: SPRAY WATER ON EXPOSED SURFACES UNTIL WET.

3. BARRIERS: SOLID BOARD FENCES, SNOW FENCES, BURLAP FENCES AND SIMILAR MATERIALS CAN BE USED TO CONTROL AIR CURRENTS AND SOIL BLOWING.

4. STONE: COVER SURFACES WITH CRUSHED STONE OR COURSE GRAVEL.

TEMPORARY VEGETATIVE COVER SEED MIX GRASS SEED, SEEDING RATES, DATES AND DEPTH

SEED SELECTIONS	SEEDING RATE		OPTIMUM SEEDING DATE [2]BASED ON PLANT HARDINESS ZONE [3]			OPTIMUM SEED DEPTH [4] (INCHES)
	PER ACRE	PER 1000 SQ. FT.	ZONE 5B, 6S	ZONE 6B	ZONE 7A, B	
COOL SEASON GRASSES						
PERENNIAL RYEGRASS	100	1.00	3/15-6/1 8/1-9/15	3/15-5/15 8/15-10/1	2/15-5/1 8/15-10/15	0.50
SPRING OATS	86	2.00	3/15-6/1 8/1-9/15	3/15-5/15 8/15-10/1	2/15-5/1 8/15-10/15	1.00
WINTER BARLEY	96	2.20	8/1-9/15	8/15-10/1	8/15-10/15	1.00
ANNUAL RYEGRASS	100	1.0	3/15-6/1 8/1-9/15	3/15-5/15 8/15-10/1	2/15-5/1 8/15-10/15	0.50
WINTER CEREAL RYE	112	2.8	3/15-6/1 8/1-9/15	3/15-5/15 8/15-10/1	2/15-5/1 8/15-10/15	1.00
WARM SEASON GRASSES						
PEARL MILLET	20	0.5	6/1-8/1	5/15-8/15	5/1-9/1	1.00
MILLET (GERMAN OR HUNGARIAN)	30	0.7	6/1-8/1	5/15-8/15	5/1-9/1	1.00

TABLE NOTES:

(1) SEEDING RATE FROM WARM SEASON GRASS, SELECTIONS 5-7 SHALL BE ADJUSTED TO REFLECT THE AMOUNT OF PURE LINE SEED (PLS) AS DETERMINED BY A GERMINATION TEST RESULT. NO ADJUSTMENT IS REQUIRED FOR COOL SEASON GRASSES.

(2) MAY BE PLANTED THROUGHOUT SUMMER IF SOIL MOISTURE IS ADEQUATE OR SEEDED AREA CAN BE IRRIGATED.

(3) PLANT HARDINESS ZONE

(4) TWICE THE DEPTH FOR SANDY SOILS

TEMPORARY VEGETATIVE COVER FOR SOIL STABILIZATION:

ESTABLISHMENT OF TEMPORARY VEGETATIVE COVER IS TO BE UTILIZED FOR SOILS EXPOSED FOR PERIODS OF TWO TO SIX MONTHS WHICH ARE NOT BEING GRADED, NOT UNDER ACTIVE CONSTRUCTION, OR NOT SCHEDULED FOR PERMANENT SEEDING WITHIN 60 DAYS.

1. SITE PREPARATION

1.A. GRADE AS NEEDED AND AS FEASIBLE TO PERMIT THE USE OF CONVENTIONAL EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. ALL GRADING SHOULD BE DONE IN ACCORDANCE WITH THE SESC STANDARDS FOR LAND GRADING.

1.B. INSTALL NEEDED EROSION CONTROL PRACTICES OR FACILITIES SUCH AS DIVERSIONS, GRADE STABILIZATION STRUCTURES, CHANNEL STABILIZATION MEASURES, SEDIMENT BASINS, AND WATERWAYS.

1.C. IMMEDIATELY PRIOR TO SEEDING, THE SURFACE SHOULD BE SCARIFIED 6" TO 12" WHERE THERE HAS BEEN SOIL COMPACTION. THIS PRACTICE IS PERMISSIBLE ONLY WHERE THERE IS NO DANGER TO UNDERGROUND UTILITIES (CABLES, IRRIGATION SYSTEMS, ETC.)

2. SEEDBED PREPARATION

2.A. UNIFORMLY APPLY GROUND LIMESTONE AND FERTILIZER ACCORDING TO SOIL TEST RESULTS. IN LIEU OF SOIL TESTS, FERTILIZER SHALL BE APPLIED AT THE RATE OF 500 POUNDS PER ACRE OR 11 POUNDS PER 1,000 SQUARE FEET OF 10-20-10 OR EQUIVALENT WITH 50% WATER INSOLUBLE NITROGEN, UNLESS A SOIL TEST INDICATES OTHERWISE. APPLY LIMESTONE AT THE RATE OF 2 TONS/ACRE UNLESS SOIL TESTING INDICATES OTHERWISE. CALCIUM CARBONATE IS THE EQUIVALENT AND STANDARD FOR MEASURING THE ABILITY OF LIMING MATERIALS TO NEUTRALIZE SOIL ACIDITY AND SUPPLY CALCIUM AND MAGNESIUM TO GRASSES AND LEGUMES. THE TABLE BELOW IS A GENERAL GUIDE FOR LIMESTONE APPLICATION.

LIMESTONE APPLICATION RATE BY SOIL TEXTURE

SOIL TEXTURE	TONS/ACRE	LBS./ 1000 SQ. FT.
CLAY, CLAY LOAM, AND HIGH ORGANIC SOIL	3	135
SANDY LOAM, LOAM, SILT LOAM	2	90
LOAMY SAND, SAND	1	45

2.B. WORK LIME AND FERTILIZER INTO THE SOIL AS NEARLY AS PRACTICAL TO A DEPTH OF 4 INCHES WITH A DISC, SPRINGTOOTH HARROW, OR OTHER SUITABLE EQUIPMENT. THE FINAL HARROWING OR DISKING OPERATION SHOULD BE ON THE GENERAL CONTOUR. CONTINUE TILLAGE UNTIL A REASONABLE UNIFORM SEEDBED IS PREPARED.

2.C. INSPECT SEEDBED JUST BEFORE SEEDING. IF TRAFFIC HAS LEFT THE SOIL COMPACTED, THE AREA MUST BE RETILLED IN ACCORDANCE WITH THE ABOVE.

2.D. FOR SOILS HIGH IN SULFIDES OR HAVING A pH OF 4 OR LESS, REFER TO THE SESC STANDARDS FOR MANAGEMENT OF HIGH ACID PRODUCING SOILS.

3. SEEDING

3.A. SELECT SEED FROM TEMPORARY VEGETATIVE COVER SEED MIX TABLE.

3.B. CONVENTIONAL SEEDING: APPLY SEED UNIFORMLY BY HAND, CYCLONE (CENTRIFUGAL) SEEDER, DROP SEEDER, DRILL, OR CULTIPACKER SEEDER. EXCEPT FOR DRILLED, HYDROSEEDED, OR CULTIPACKED SEEDINGS, SEED SHALL BE INCORPORATED INTO THE SOIL TO A DEPTH OF 1/4 TO 1/2 INCH BY RAKING OR DRAGGING. DEPTH OF SEED PLACEMENT MAY BE 1/4 INCH DEEPER ON COARSE TEXTURED SOIL.

3.C. HYDROSEEDING IS A BROADCAST SEEDING METHOD USUALLY INVOLVING A TRUCK OR TRAILER MOUNTED TANK, WITH AN AGITATION SYSTEM AND HYDRAULIC PUMP FOR MIXING SEED, WATER, AND FERTILIZER; AND SPRAYING THE MIX ONTO THE PREPARED SEEDBED. MULCH SHALL NOT BE INCLUDED IN THE TANK WITH SEED. SHORT-FIBERED MULCH MAY BE APPLIED WITH A HYDROSEEDER FOLLOWING SEEDING. HYDROSEEDING IS NOT A PREFERRED SEEDING METHOD BECAUSE SEED AND FERTILIZER ARE APPLIED TO THE SURFACE AND NOT INCORPORATED INTO THE SOIL. POOR SEED TO SOIL CONTACT OCCURS REDUCING SEED GERMINATION AND GROWTH. HYDROSEEDING MAY BE USED FOR AREAS TOO STEEP FOR CONVENTIONAL EQUIPMENT TO TRAVERSE OR TOO OBSTRUCTED WITH ROCKS, STUMPS, ETC.

3.D. AFTER SEEDING, FIRMING THE SOIL WITH A CORRUGATED ROLLER WILL ASSURE GOOD SEED-TO-SOIL CONTACT, RESTORE CAPILLARITY, AND IMPROVE SEEDLING EMERGENCE. THIS IS THE PREFERRED METHOD. WHEN PERFORMED ON THE CONTOUR, SHEET EROSION WILL BE MINIMIZED AND WATER CONSERVATION ON SITE WILL BE MAXIMIZED.

SOIL RESTORATION REQUIREMENTS:

SOIL COMPACTION TESTING REQUIREMENTS:

1. SUBGRADE SOILS PRIOR TO THE APPLICATION OF TOPSOIL (SEE STANDARDS FOR PERMANENT VEGETATIVE COVER FOR SOIL STABILIZATION AND TOPSOIL SPECIFICATIONS) SHALL BE FREE OF EXCESSIVE COMPACTION TO A DEPTH OF 6.0 INCHES TO ENHANCE THE ESTABLISHMENT OF PERMANENT VEGETATIVE COVER.
2. AREAS OF THE SITE WHICH ARE SUBJECT TO COMPACTION TESTING AND/OR MITIGATION MUST BE GRAPHICALLY DENOTED ON THE CERTIFIED SOIL EROSION CONTROL PLAN.
3. PERFORM COMPACTION TESTING AS REQUIRED. A COPY OF THE PLAN OR PORTION OF THE PLAN SHALL BE USED TO MARK LOCATIONS OF TESTS, AND ATTACHED TO THE SOIL COMPACTION REMEDIATION FORM, AVAILABLE FROM THE LOCAL SOIL CONSERVATION DISTRICT. THIS FORM MUST BE FILLED OUT AND SUBMITTED PRIOR TO RECEIVING A CERTIFICATE OF COMPLIANCE FROM THE DISTRICT.
4. IN THE EVENT THAT TESTING INDICATES COMPACTION IN EXCESS OF THE MAXIMUM THRESHOLDS INDICATED FOR THE SIMPLIFIED TESTING METHODS (SEE DETAILS BELOW), THE CONTRACTOR/OWNER SHALL HAVE THE OPTION TO PERFORM EITHER (1) COMPACTION MITIGATION OVER THE ENTIRE MITIGATION AREA DENOTED ON THE PLAN (EXCLUDING EXEMPT AREAS), OR (2) PERFORM ADDITIONAL, MORE DETAILED TESTING TO ESTABLISH THE LIMITS OF EXCESSIVE COMPACTION WHERE UPON ONLY THE EXCESSIVELY COMPACTED AREAS WOULD REQUIRE COMPACTION MITIGATION. ADDITIONAL DETAILED TESTING SHALL BE PERFORMED BY A TRAINED, LICENSED PROFESSIONAL.

COMPACTION TESTING METHODS:

A. PROBING WIRE TEST (SEE DETAIL).
B. HAND-HELD PENETROMETER (SEE DETAIL).
C. TUBE BULK DENSITY TEST (LICENSED PROFESSIONAL ENGINEER REQUIRED).
D. NUCLEAR DENSITY TEST (LICENSED PROFESSIONAL ENGINEER REQUIRED).

NOTE: ADDITIONAL TESTING METHODS WHICH CONFORM TO ASTM STANDARDS AND SPECIFICATIONS, AND WHICH PRODUCE A DRY WEIGHT, SOIL BULK DENSITY MEASUREMENT MAY BE ALLOWED SUBJECT TO DISTRICT APPROVAL. SOIL COMPACTION TESTING IS NOT REQUIRED IF/WHEN SUBSOIL COMPACTION REMEDIATION (SCARIFICATION/TILLAGE (6" MINIMUM DEPTH) OR SIMILAR) IS PROPOSED AS PART OF THE SEQUENCE OF CONSTRUCTION.

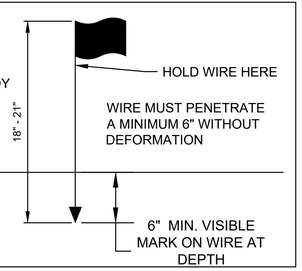
PROCEDURES FOR SOIL COMPACTION MITIGATION:

PROCEDURES SHALL BE USED TO MITIGATE EXCESSIVE SOIL COMPACTION PRIOR TO PLACEMENT OF TOPSOIL AND ESTABLISHMENT OF PERMANENT VEGETATIVE COVER.

RESTORATION OF COMPACTED SOILS SHALL BE THROUGH DEEP SCARIFICATION/TILLAGE (6" MINIMUM DEPTH) WHERE THERE IS NO DANGER TO UNDERGROUND UTILITIES (CABLES, IRRIGATION SYSTEMS, ETC.). IN THE ALTERNATIVE, ANOTHER METHOD AS SPECIFIED BY A NEW JERSEY LICENSED PROFESSIONAL ENGINEER MAY BE SUBSTITUTED SUBJECT TO DISTRICT APPROVAL.

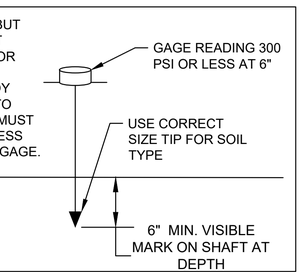
PROBING WIRE TEST:
15.5 GA STEEL WIRE (SURVEY FLAG)

NOTE: SOIL SHOULD BE MOIST BUT NOT SATURATED. DO NOT TEST WHEN SOIL EXCESSIVELY DRY OR SUBJECT TO FREEZING TEMPERATURES. SLOW, STEADY DOWNWARD PRESSURE USED TO ADVANCE THE WIRE.



HANDHELD SOIL PENETROMETER TEST

NOTE; SOIL SHOULD BE MOIST BUT NOT SATURATED. DO NOT TEST WHEN SOIL EXCESSIVELY DRY OR SUBJECT TO FREEZING TEMPERATURES. SLOW, STEADY DOWNWARD PRESSURE USED TO ADVANCE THE PROBE. PROBE MUST PENETRATE ATLEAST 6" WITH LESS THAN 300 PSI READING ON THE GAGE.



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DRAWN BY:	B. GOLIBER
CHECKED BY:	K. HALL
SUBMITTED BY:	S. FLERE
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SOLICITATION NO.:	W912DS26BA020
CONTRACT NO.:	+XXXXXX-XX-X-XXXX
SPEC CODE:	NJ05
FILE NAME:	NJ05_CE100.dwg

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SOIL EROSION AND SEDIMENT CONTROL NOTES

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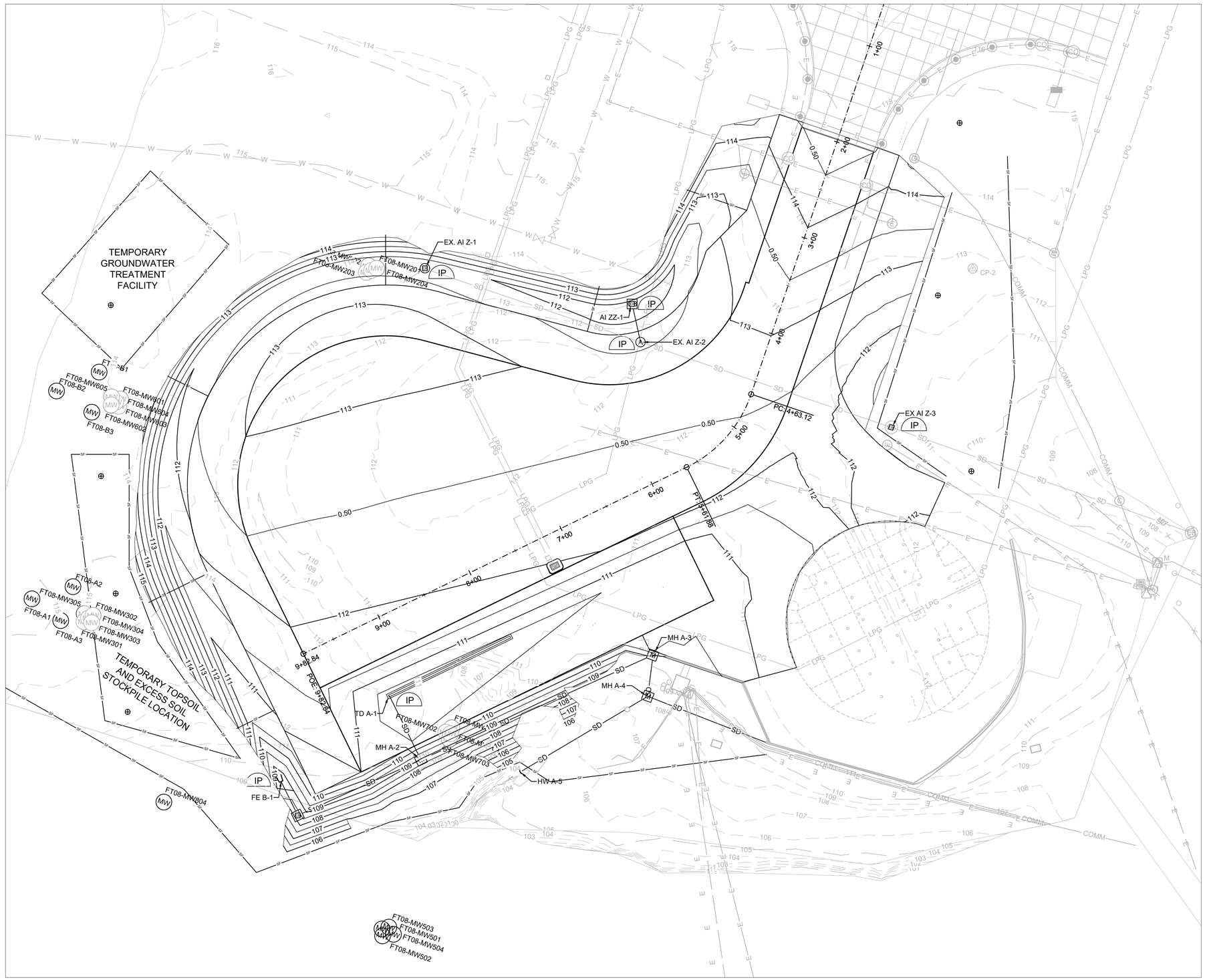

A1 SOIL EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1"=50'

GENERAL SHEET NOTES

1. SEE SHEET CE100 FOR ADDITIAONL SOIL EROSION AND SEDIMENT CONTROL NOTES.

2. THE EROSION AND SEDIMENT CONTROL PLAN IS PRELIMINARY, ONLY. THE CONTRACTOR SHALL DEVELOP, PREPARE AND SUBMIT THE FINAL EROSION CONTROL PLAN IN ACCORDANCE WITH THE SPECIFICATIONS. THE CONTRACTOR SHALL DEVELOP A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) THAT SHALL BE APPROVED BEFORE CONSTRUCTION AND POSTED AT THE CONSTRUCTION SITE.

3. SEDIMENT CONTROL DEVICES SHOWN REFLECT AN OVERALL SEDIMENT CONTROL PLAN. CONTRACTOR SHALL DESIGN AND MAINTAIN ANY TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES THAT ARE NECESSARY DURING CONSTRUCTION PHASES IN ORDER TO PROTECT RECEIVING DRAINAGEWAYS, AS REQUIRED BY THE NPDES PERMIT.

4. ROCK RIPRAP TRENCHES, PREFORMED SCOUR HOLES, AND CHECK DAMS ARE PERMANENT EROSION AND SEDIMENT EROSION CONTROL MEASURES, AND SHALL BE MAINTAINED DURING CONSTRUCTION AND LEFT IN PLACE FOLLOWING PROJECT COMPLETION IF UTILIZED AS PART OF THE CONTRACTORS SWPPP.

5. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND UNTIL PERMANENT GROUND COVER IS ESTABLISHED.

6. EROSION CONTROL MEASURES MUST BE MAINTAINED IN GOOD WORKING ORDER THROUGHOUT CONSTRUCTION IN ORDER TO PREVENT THEM FROM BECOMING FOD. ANY EROSION CONTROL MEASURES IN DISREPAIR SHALL BE IMMEDIATELY REPAIRED.

7. THE CONTRACTOR SHALL CONSTRUCT, MAINTAIN AND REMOVE UPON COMPLETION OF THE CONTRACT A CONCRETE TRUCK WASHOUT PIT IN ACCORDANCE WITH NJPDES GENERAL PERMIT. NO CONCRETE TRUCKS ARE TO BE WASHED AT THE PLACEMENT LOCATION. NO CONCRETE WASTE PILES ARE TO BE LEFT AT THE PLACEMENT LOCATION. WASTE WATER FROM CONSTRUCTION ACTIVITIES SUCH AS ONSITE MATERIAL PROCESSING, CONCRETE CURING, CONCRETE TRUCK WASHOUT, FOUNDATION AND CONCRETE CLEAN-UP, WATER USED IN CONCRETE TRUCKS, ETC., WILL NOT BE ALLOWED TO ENTER WATERWAYS OR TO BE DISCHARGED PRIOR TO BEING TREATED TO REMOVE POLLUTANTS. CONCRETE TRUCK WASHOUT PIT SHALL BE A MINIMUM OF 100 FEET FROM A OPEN CHANNEL OR STORM DRAIN.

8. SEE SHEET CE501 FOR EROSION CONTROL DETAILS.

LEGEND

- 110 — MAJOR CONTOUR
- 0.5 — MINOR CONTOUR
- SF — SILT FENCE
- IP — INLET PROTECTION
- SOIL DECOMPACTION TEST LOCATION (EXACT NUMBER AND LOCATION WILL VARY. COORDINATE NUMBER AND LOCATION WITH COR AND BURLINGTON COUNTY)

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SOIL EROSION AND SEDIMENT CONTROL PLAN

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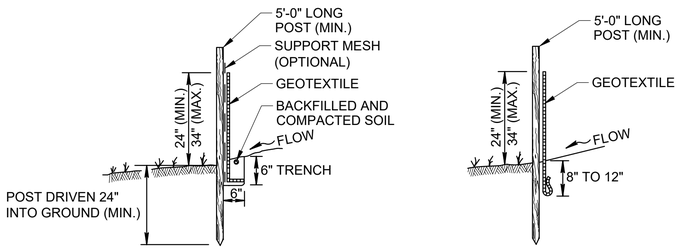


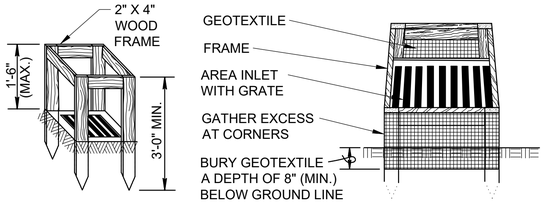
TRENCH CONSTRUCTION **SOIL SLICING CONSTRUCTION**

SILT FENCE INSTALLATION DETAIL

NO SCALE

SILT FENCE NOTES:

1. SILT FENCE MAY BE INSTALLED USING EITHER TRENCH OR SOIL SLICING CONSTRUCTION METHOD.
2. WHEN ASSEMBLING SILT FENCE ON-SITE, COMPACT THE BACKFILL SOIL IMMEDIATELY NEXT TO THE SILT FENCE GEOTEXTILE. COMPACT THE UPSTREAM SIDE FIRST, AND THEN THE DOWNSTREAM SIDE. WHEN INSTALLING PRE-ASSEMBLED SILT FENCE, CARE SHALL BE TAKEN TO SUFFICIENTLY COMPACT SOIL ADJACENT TO THE INSTALLED GEOTEXTILE AND POSTS. THE SOIL ADJACENT TO THE BURIED SILT FENCE GEOTEXTILE SHALL BE COMPACTED TO ACHIEVE NO LESS THAN 50% OF ITS ORIGINAL INSITU DENSITY.

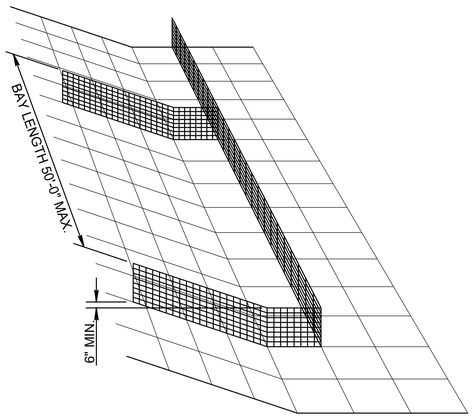


SILT FENCE AREA INLET PROTECTION

NO SCALE

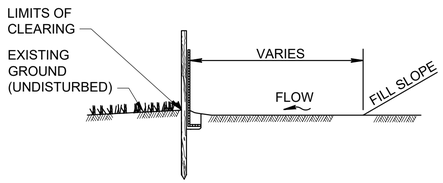
INLET PROTECTION NOTES:

1. FOR GRAVEL FILTERS USE 2 TO 3 INCH DIAMETER COARSE AGGREGATE.
2. USE WIRE MESH WITH 1/2 X 1/2 INCH OPENINGS.
3. USE TYPE A INLET PROTECTION IN SUMP LOCATIONS ONLY.
4. USE TYPE B INLET PROTECTION ONLY IN SUMP LOCATIONS WHERE HEAVY CONCENTRATED FLOWS ARE NOT EXPECTED. DO NOT USE WHERE PONDING AROUND THE STRUCTURE MIGHT CAUSE INCONVENIENCE OR DAMAGE.



SILT FENCE INSTALLATION AT TOE OF FILL

NO SCALE



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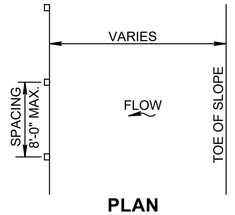


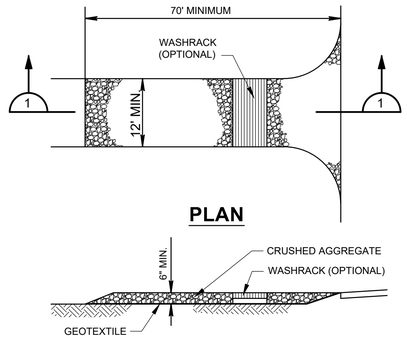
PLAN

SILT FENCE INSTALLATION AT TOE OF FILL

NO SCALE

SILT FENCE NOTES:

1. POST SPACING SHOWN IS TYPICAL FOR SILT FENCE WITH SUPPORT MESH. SUPPORT MESH IS NOT REQUIRED FOR SILT FENCE AT TOE OF FILL IF POST SPACING IS 6 FEET MAXIMUM.

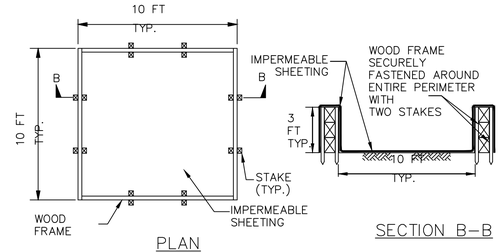


PLAN

SECTION 1

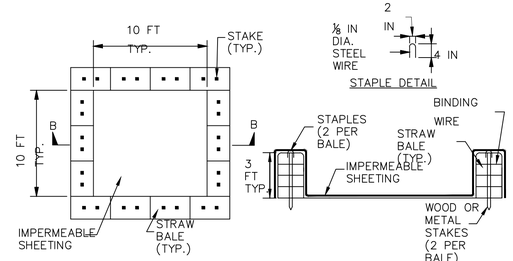
STONE CONSTRUCTION ENTRANCE

NO SCALE



PLAN SECTION B–B

CONCRETE WASHOUT STRUCTURE WITH WOOD PLANKS



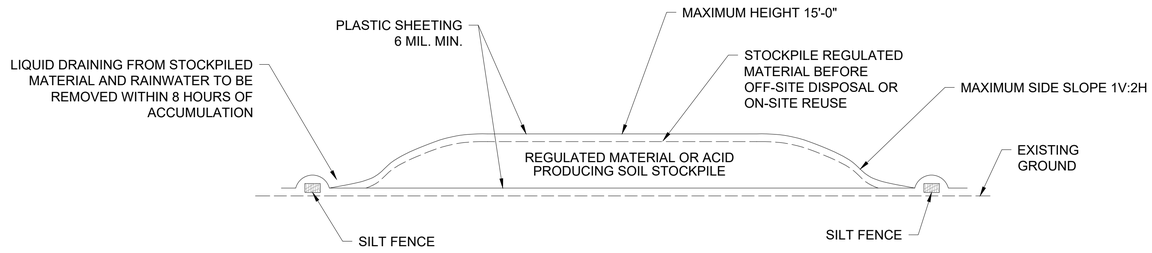
PLAN SECTION B–B

NOTE: CAN BE TWO STACKED BALES TO REACH 3 FT DEPTH

CONCRETE WASHOUT STRUCTURE WITH STRAW BALES

CONSTRUCTION SPECIFICATIONS

1. LOCATE WASHOUT STRUCTURE A MINIMUM OF 50 FEET AWAY FROM OPEN CHANNELS, STORM DRAIN INLETS, SENSITIVE AREAS, WETLANDS, BUFFERS AND WATER COURSES AND AWAY FROM CONSTRUCTION TRAFFIC.
2. SIZE WASHOUT STRUCTURE FOR VOLUME NECESSARY TO CONTAIN WASH WATER AND SOLIDS AND MAINTAIN AT LEAST 4 INCHES OF FREEBOARD. TYPICAL DIMENSIONS ARE 10 FEET X 10 FEET X 3 FEET DEEP.
3. PREPARE SOIL BASE FREE OF ROCKS OR OTHER DEBRIS THAT MAY CAUSE TEARS OR HOLES IN THE LINER. FOR LINER, USE 10 MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING, FREE OF HOLES AND TEARS OR OTHER DEFECTS THAT COMPROMISE IMPERMEABILITY OF THE MATERIAL.
4. PROVIDE A SIGN FOR THE WASHOUT IN CLOSE PROXIMITY TO THE FACILITY.
5. KEEP CONCRETE WASHOUT STRUCTURE WATER TIGHT. REPLACE IMPERMEABLE LINER IF DAMAGED (E.G., RIPPED OR PUNCTURED). EMPTY OR REPLACE WASHOUT STRUCTURE THAT IS 50 PERCENT FULL, AND DISPOSE OF ACCUMULATED MATERIAL PROPERLY. DO NOT REUSE PLASTIC LINER. WET-VACUUM STORED LIQUIDS THAT HAVE NOT EVAPORATED AND DISPOSE OF IN AN APPROVED MANNER. PRIOR TO FORECASTED RAINSTORMS, REMOVE LIQUIDS OR COVER STRUCTURE TO PREVENT OVERFLOWS. REMOVE HARDENED SOLIDS, WHOLE OR BROKEN UP, FOR DISPOSAL OR RECYCLING. MAINTAIN RUNOFF DIVERSION AROUND WASHOUT STRUCTURE UNTIL STRUCTURE IS REMOVED.
6. A SECURE, NON-COLLAPSING, AND NON-WATER COLLECTING COVER MUST BE PLACED OVER THE FACILITY BEFORE INCLEMENT WEATHER TO PREVENT OVERFLOW.



TEMPORARY STOCKPILING OF REGULATED MATERIAL OR ACID PRODUCING SOIL

NO SCALE

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SOIL EROSION AND SEDIMENT CONTROL DETAILS

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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 CAREFULLY STORED TO BE USED IN NEW LIGHT BASES WITH NEW ISOLATION TRANSFORMERS AND CABLING AS SHOWN ON THE ES SHEETS. SHEET-SPECIFIC KEYED NOTES TAKE PRECEDENCE OVER THIS GENERAL NOTE.
5. A SURVEY OF THE EXISTING FIXTURES TO BE REMOVED/REUSED SHALL BE CONDUCTED IN THE PRESENCE OF THE COR OR HIS OR HER REPRESENTATIVE TO VERIFY THE PROPER OPERATION OF THE EXISTING FIXTURE PRIOR TO CONSTRUCTION. ANY FIXTURES WHICH FAIL TO OPERATE CORRECTLY AFTER REINSTALLATION SHALL BE REPLACED AT NO COST TO THE GOVERNMENT. IN THE EVENT THAT SURVEYED FIXTURE(S) DO NOT OPERATE PRIOR TO THE REMOVAL, IT SHALL BE NOTED BY BOTH THE CONTRACTOR, THE COR, AND THE USER.
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

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NEW YORK DISTRICT
26 FEDERAL PLAZA
NEW YORK, NEW YORK 10278

U.S.ARMY CORPS OF ENGINEERS
OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA, NEBRASKA 68102

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

ELECTRICAL DEMOLITION PLAN

SHEET ID
ED101

ADVERTISEMENT

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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. ALL LED TAXIWAY LIGHT FIXTURES REMOVED FROM DEMOLISHED LIGHT BASES SHALL BE REUSED IN NEW LIGHT BASES WITH NEW ISOLATION TRANSFORMER AND CABLING. SEE ADDITIONAL NOTES ON ELECTRICAL DEMOLITION (ED) SHEETS.
3. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS.
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.

A1 ELECTRICAL SITE PLAN
SCALE: 1"=50'

NORTH

50 0 50 100
SCALE IN FEET

US Army Corps of Engineers®

MARK	DESCRIPTION	DATE

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_ES101.dwg

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ELECTRICAL SITE PLAN

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A1 DUCTBANK AND CABLE ROUTING PLAN

SCALE: 1"=200'

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. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS.

SHEET KEYNOTES

1. APPROXIMATE LOCATION OF EXISTING MANHOLE. UTILIZE EXISTING PATHWAY TO THE HAZARDOUS CARGO LOADING APRON. SEE SHEET ES509 FOR BUTTERFLY DIAGRAMS.
2. EXISTING AIRFIELD VAULT, BUILDING 1611. SEE SHEET ES510 FOR FLOORPLAN AND INTERIOR WORK.
3. PULL NEW AIRFIELD CABLING TO THE MODIFIED HAZARDOUS CARGO LOADING APRON EDGE LIGHTING.
4. PULL NEW 12 STRAND SMFO CABLE FROM METER TO EXISTING IN BUILDING 1607. CONTRACTOR TO PURCHASE AND INSTALL A MEDIA CONVERTED ON BOTH ENDS OF THE FIBER OPTIC CABLE.
5. PULL NEW (2) #12, (1) #12 AWG G WITHIN A 2" SCH. 80 PVC CONDUIT FROM EXISTING PANEL PP-1 TO FIBER OPTIC TERMINATION FOR MEDIA CONVERTER.

LEGEND

———	NEW AIRFIELD LIGHTING CABLE IN EXISTING CONCRETE ENCASED CONDUIT.
–COMM–	NEW 12 STRAND SMFO CABLE.
MH-#	EXISTING MANHOLE.
CHH-#	NEW COMMUNICATIONS HANDHOLE.

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DRAWN BY: K. PAVLIK
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SUBMITTED BY: W. DAVENPORT
SIZE: ANSI D
FILE NAME: NJ05_ES102.dwg
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SOLICITATION NO.: W912DS26BA020
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DUCTBANK AND CABLE ROUTING PLAN

SHEET ID

ES102

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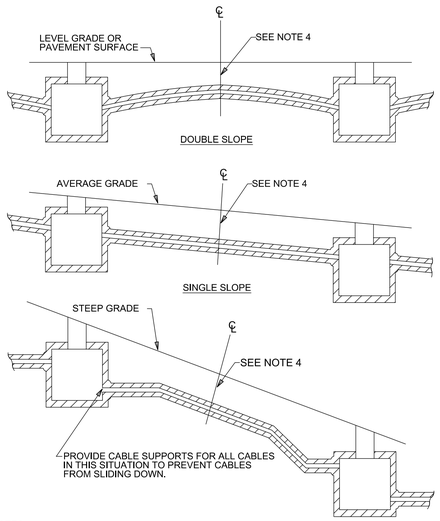
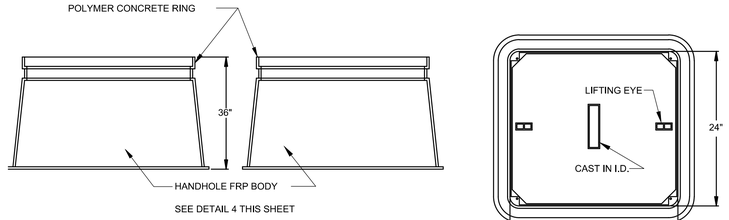
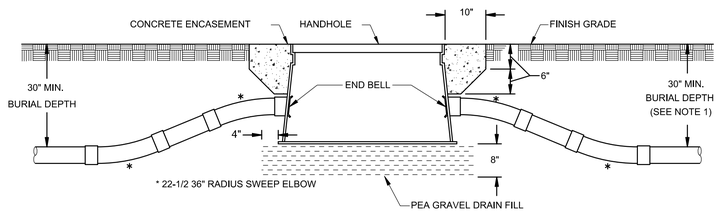


DETAIL H1 NOTES:
1. ALL DUCTBANKS SHALL BE PITCHED TO DRAIN INTO HANDHOLES/MANHOLES.
2. MINIMUM DEPTH FOR ALL DUCT RUNS SHALL BE MEASURED AT CENTERLINE OF RUNS.
3. WHERE DUCT SAG IS UNAVOIDABLE, DUCT MUST BE INSTALLED MINIMUM 42" BELOW FINISH GRADE.
4. SEE APPLICATION-SPECIFIC CONDUIT AND DUCT DETAILS FOR MINIMUM COVER.

H1 TYPICAL MANHOLE / HANDHOLE DUCTBANK RELATION
N.T.S

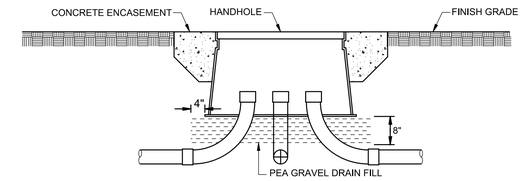


M8 TYPICAL HANDHOLE
N.T.S

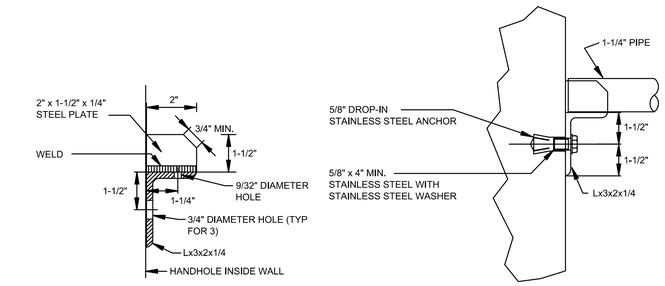


DETAIL J8 NOTES:
1. 30" MINIMUM CONDUIT DEPTH FOR LIGHTING CIRCUITS.
2. HANDHOLES INSTALLED UNDER PAVEMENT SHALL BE AASHTO RATED TO WITHSTAND THE WEIGHT OF FIRE TRUCK FOR THE AIRFIELD.

J8 TYPICAL HANDHOLE ENTRY
N.T.S



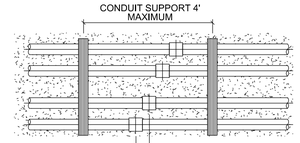
F8 ALTERNATE HANDHOLE ENTRY
N.T.S



CABLE SUPPORT DETAIL

BRACKET ANCHOR BOLT DETAIL

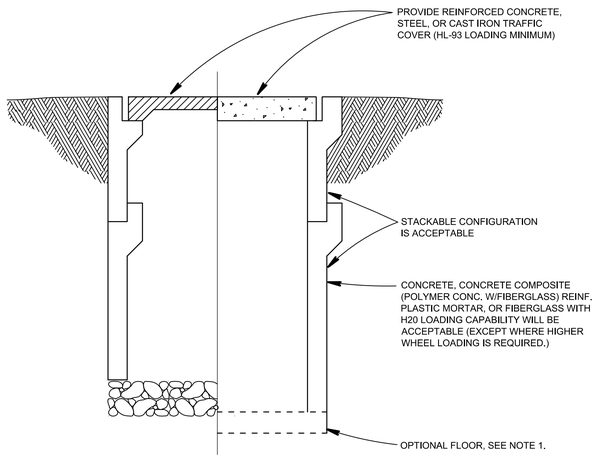
K15 CABLE SUPPORT SYSTEM
N.T.S



PLAN

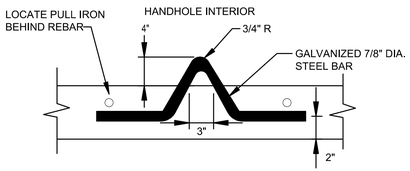
DETAIL F15 NOTES:
1. FOR SIZE AND NUMBER OF CONDUITS AS WELL AS DUCT BANK FORMATION, SEE PLANS.
2. WHERE REQUIRED ON PLANS, CONCRETE COVER ON TOP, BOTTOM AND SIDES SHALL BE 3" MINIMUM.

F15 DUCT BANK COUPLINGS AND SUPPORTS SPACING
N.T.S

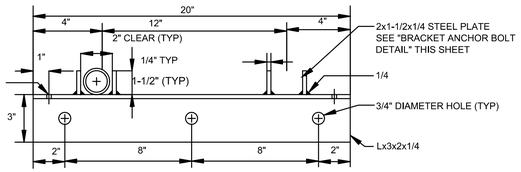


DETAIL A1 NOTES:
1. ALL HANDHOLES USED FOR LIGHTING SHALL HAVE A SOLID BOTTOM.
2. IF HANDHOLE IS INSTALLED IN AIRFIELD PCC IN THE RUNWAY OR TAXIWAYS, OR IN FLEXIBLE PAVEMENT IN RUNWAY OR TAXIWAY SHOULDERS, THEN THE MANHOLES MUST BE DESIGNED TO WITHSTAND 75,000 LBS OF SINGLE WHEEL LOAD PSI. OTHERWISE HANDHOLE SHALL BE H20 RATED.

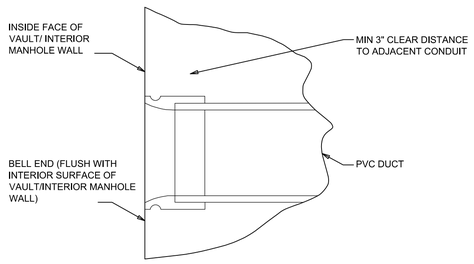
A1 HANDHOLD DETAIL
N.T.S



SECTION C-C PULL IRON DETAIL
N.T.S



A8 CABLE SUPPORT BRACKET FRONT VIEW
N.T.S



A15 BELL END DETAIL
N.T.S

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ISSUE DATE: MAY 2026
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ELECTRICAL SITE DETAILS
HANDHOLE DETAILS

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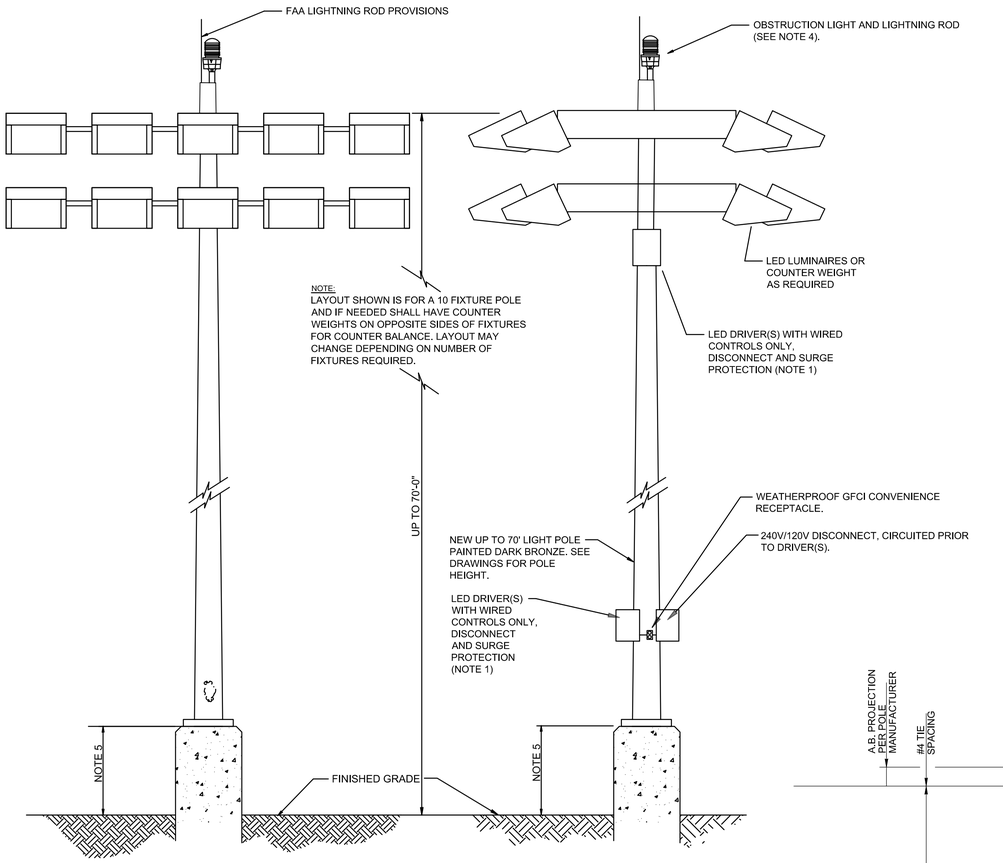
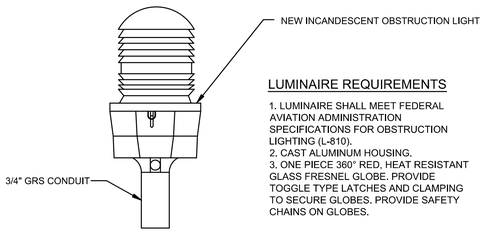


DETAIL E2 NOTES:
1. FURNISH AND INSTALL LED DRIVER, DISCONNECT, AND SURGE PROTECTION DEVICE. CONTRACTOR SHALL COORDINATE WITH LIGHT FIXTURE AND LIGHT POLE MANUFACTURER TO PROVIDE A COMPLETE AND OPERATIONAL SYSTEM. CONTROL SYSTEM SHALL BE CAPABLE OF WITH WIRED CONTROLLER ONLY.
2. FIXTURE BRACKET, GAIN DETAIL, AND MOUNTING IS SHOWN FOR INFORMATION ONLY. CONTRACTOR TO PROVIDE COMPLETE MOUNTING SYSTEM TO INSTALL SELECTED LED FIXTURES WITH REQUIRED TILT ANGLES TO MEET PHOTOMETRIC PERFORMANCE REQUIREMENTS.
3. HIGH MAST LIGHT POLES SHALL BE FURNISHED WITH COMPLETE LOWERING SYSTEM AND LUMINAIRE MOUNTING RINGS FOR REQUIRED NUMBER OF LUMINARIES.
4. OBSTRUCTION LIGHT AND LIGHTNING ROD PROVIDE CIRCUIT CABLING THROUGH INTERIOR OF POLE AND CONNECT TO GROUND WIRE ON POLE (SHOWN ON DETAIL A1 THIS SHEET)
5. SEE STRUCTURAL SHEET(S) FOR FOUNDATION DESIGN.

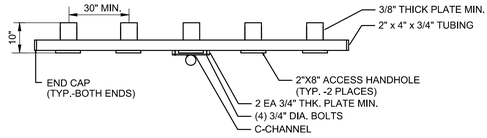
E2 HIGH MAST LIGHT POLE (UP TO 70') DETAIL FRONT/SIDE VIEW
N.T.S



LUMINAIRE REQUIREMENTS

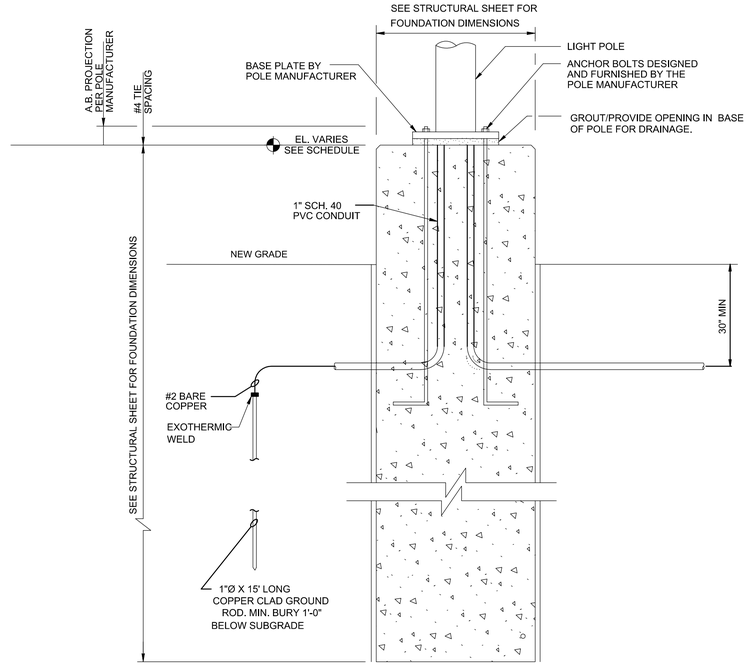
1. LUMINAIRE SHALL MEET FEDERAL AVIATION ADMINISTRATION SPECIFICATIONS FOR OBSTRUCTION LIGHTING (L-810).
2. CAST ALUMINUM HOUSING.
3. ONE PIECE 360° RED, HEAT RESISTANT GLASS FRESNEL GLOBE. PROVIDE TOGGLE TYPE LATCHES AND CLAMPING TO SECURE GLOBES. PROVIDE SAFETY CHAINS ON GLOBES.
4. OBSTRUCTION LIGHT SHALL BE INCANDESCENT TYPE.
5. PROVIDE INTERNAL PROVISIONS FOR GROUNDING.
6. INSTALL 120V OBSTRUCTION LIGHT AS RECOMMENDED BY APRON LIGHTING MANUFACTURER.

A2 OBSTRUCTION LIGHT FIXTURE DETAIL
N.T.S



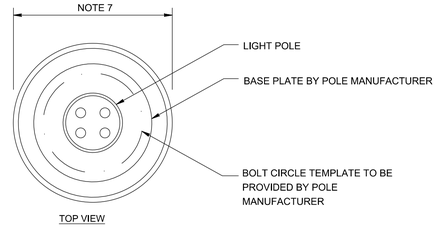
DETAIL L12 NOTES:
1. UTILIZE 3/8" MINIMUM PLATE THICKNESS AS REQUIRED BY FIXTURE MANUFACTURER.
2. PROVIDE A HOLE PATTERN COMPATIBLE WITH FIXTURE TYPE.
3. UTILIZE TUBING MIN. 2"X4"X3/16" OR LARGER AS REQUIRED BY FIXTURE MANUFACTURER.
4. UTILIZE A MIN. OF (4) 3/4" DIA. BOLTS TO MOUNT C-CHANNEL TO FIXTURE PLATE CROSSARMS, OR LARGER AS REQUIRED BY MANUFACTURER.
5. UTILIZE A MIN. OF (2) 3/4" PLATE THICKNESS TO MOUNT C-CHANNEL TO FIXTURE PLATE CROSSARMS, OR THICKER AS REQUIRED BY MANUFACTURER.

L12 5 FIXTURE BRACKET
N.T.S



DETAIL B9 NOTES
1.ALL MATERIALS CONTAINED WITHIN FOUNDATION AND FOR GROUNDING IS CONSIDERED INCIDENTAL TO POLE FOUNDATION.
2. SEE STRUCTURAL SHEET FOR STRUCTURAL DESIGN CONSIDERATIONS.

B9 HIGH MAST LIGHT POLE FOUNDATION DETAIL
N.T.S



TOP VIEW

US Army Corps of Engineers®

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ELECTRICAL SITE DETAILS
ELEVATED LIGHTING DETAILS

SHEET ID
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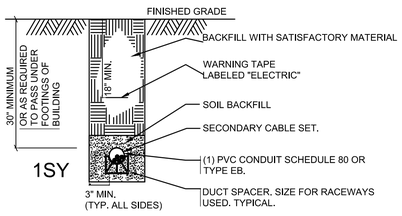
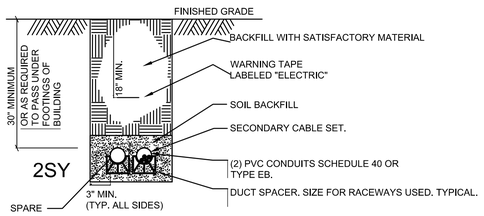
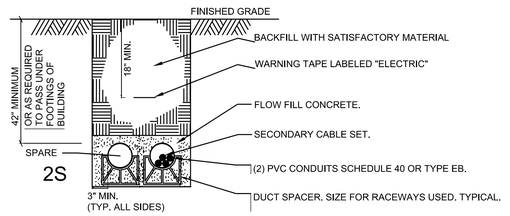


L1 SECONDARY SERVICE DIRECT BURIED DUCT
N.T.S



L6 SECONDARY SERVICE DIRECT BURIED DUCTBANK
N.T.S



L11 SECONDARY SERVICE CONCRETE ENCASED DUCT BANK
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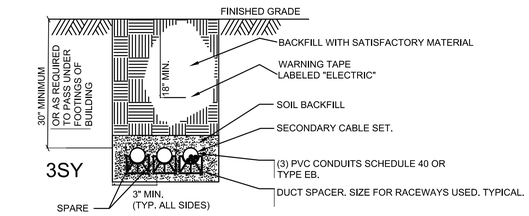
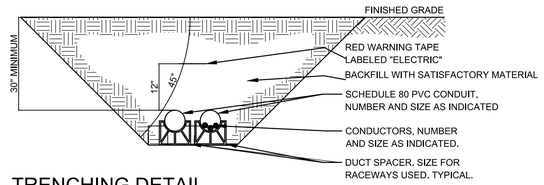
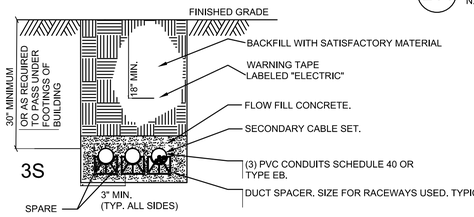


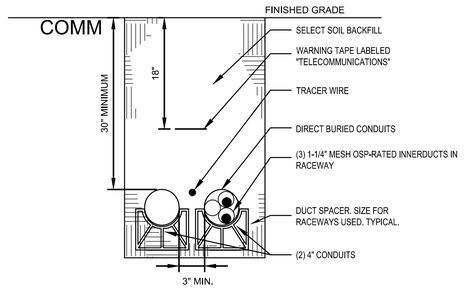
L16 SECONDARY SERVICE DIRECT BURIED DUCTBANK
N.T.S



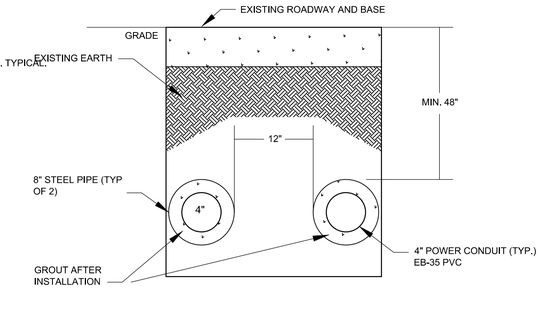
J1 TRENCHING DETAIL
N.T.S



J7 SECONDARY SERVICE CONCRETE ENCASED DUCTBANK
N.T.S

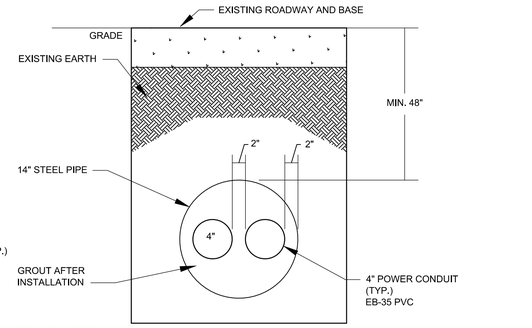


F2 TELECOMMUNICATION (2) - 4" SCH. 80 PVC DIRECT BURIED CONDUIT DUCT BANK
N.T.S



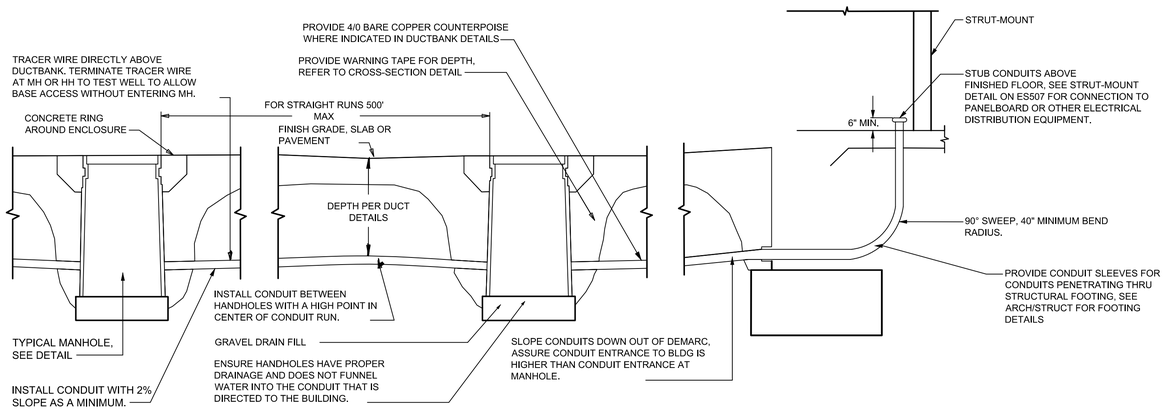
DETAIL F11 NOTES:
1. CONTRACTOR SHALL PUMP GROUT INTO 8" PIPE TO ENCASE THE 4" CONDUIT.
2. GROUTING PROCESS SHALL START WITHIN 6 HOURS OF CONDUIT INSTALLATION, AND BE COMPLETE WITHIN 36 HOURS OF STARTING TO GROUT.
3. DETAIL F16 IS AN ALTERNATE INSTALLATION DETAIL THAT MAY BE USED AT THE CONTRACTOR'S DISCRETION.
4. POWER CONDUITS CANNOT BE IN THE SAME CASING WITH SIGNAL AND COMMUNICATION DUCTS.
5. IF 5" CONDUIT IS USED THEN A 10" PIPE SHALL BE USED.
6. CONTRACTOR CAN USE A PVC CASING PIPE CASTED OF STEEL; HOWEVER, THE CONCRETE ENCASEMENT AROUND THE CARRIER PIPE MUST BE 3 INCHES.

F11 HORIZONTAL DRILLING DETAIL
N.T.S



DETAIL F16 NOTES:
1. CONTRACTOR SHALL PUMP GROUT INTO 14" PIPE TO ENCASE THE 2-4" CONDUITS.
2. GROUTING PROCESS SHALL START WITHIN 6 HOURS OF CONDUIT INSTALLATION, AND BE COMPLETE WITHIN 36 HOURS OF STARTING TO GROUT.
3. DETAIL IS AN ALTERNATE ALLOWABLE INSTALLATION DETAIL TO DETAIL F11 THIS SHEET. EITHER PROCESS MAY BE USED AT THE CONTRACTOR'S DISCRETION.
4. POWER CONDUITS CANNOT BE IN THE SAME CASING AS SIGNAL AND COMMUNICATION CONDUITS.
5. IF A 5" CONDUIT IS USED THEN USE A 16" STEEL PIPE.
6. CONTRACTOR CAN USE A PVC CASING PIPE CASTED OF STEEL; HOWEVER, THE CONCRETE ENCASEMENT AROUND THE CARRIER PIPE MUST BE 3 INCHES.

F16 ALTERNATE HORIZONTAL DRILLING DETAIL
N.T.S



A1 TYPICAL UNDERGROUND CONDUIT SLOPE PROFILE FOR LEVEL GRADE
N.T.S

SHEET NOTES:
1. DUCT SPACING SHALL BE MAINTAINED BY USE OF SEPARATORS OR SPACING BLOCKS PLACED NOT MORE THAN 4 FEET APART ON CENTER.
2. TO ENSURE DUCT IS AT PROPER DEPTH FOR ENTRY INTO VAULTS OR MANHOLES, BOTTOM OF TRENCH SHALL BE GRADED TO PROVIDE GRADUAL DEPTH CHANGE WITHIN 30 FEET OF MANHOLE OR VAULT.
3. CONTRACTOR SHALL INSTALL REINFORCED CONCRETE DUCTBANK AS SHOWN UNDER ALL ROAD AND RAILROAD CROSSINGS. DUCTBANK IN ALL OTHER AREAS SHALL BE CONCRETE ONLY.
4. ALL REINFORCEMENT SHALL HAVE A CLEAR COVER OF AT LEAST 2 INCHES.
5. ALL NEW DUCTS AND INNERDUCTS SHALL HAVE PRE-LUBRICATED MEASURING PULLING TAPE WITH A MINIMUM BREAKING STRENGTH OF 1,200 LBS SECURED AT EACH END WITH DUCT PLUG.
6. SEE ES507 (ONE-LINE, PANEL SCHEDULE) FOR POWER CONDUCTOR AND CONDUIT SIZES.
7. PROVIDE COLOR AND TYPE OF TAPE AS SPECIFIED IN PARAGRAPH BURIED WARNING AND IDENTIFICATION TAPE IN SECTION 31 00 00, EARTHWORK.
8. PROMPTLY REPAIR INDICATED UTILITY LINES OR SYSTEMS DAMAGED DURING SITE PREPARATION AND CONSTRUCTION. DAMAGES TO LINES OR SYSTEMS NOT INDICATED, WHICH ARE CAUSED BY CONTRACTOR OPERATIONS, SHALL BE TREATED AS "CHANGES" UNDER THE TERMS OF THE CONTRACT CLAUSES. WHEN CONTRACTOR IS ADVISED IN WRITING OF THE LOCATION OF A NONINDICATED LINE OR SYSTEM, SUCH NOTICE SHALL PROVIDE THAT PORTION OF THE LINE OR SYSTEM WITH "INDICATED" STATUS IN DETERMINING LIABILITY FOR DAMAGES. IN EVERY EVENT, IMMEDIATELY NOTIFY THE CONTRACTING OFFICER OF DAMAGE.
9. PROVIDE UNDERGROUND DUCT AND CONNECTIONS TO EXISTING MANHOLES, HANDHOLES, CONCRETE PADS, AND EXISTING DUCTS AS SPECIFIED IN SECTION 33 71 02 UNDERGROUND ELECTRICAL DISTRIBUTION.
10. PROVIDE RECONDITIONING OF SURFACES AS SPECIFIED IN SECTION 33 71 02 UNDERGROUND ELECTRICAL DISTRIBUTION.

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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_ES500.dwg

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JOINT BASE - MCGUIRE-DIX-LAKEHURST
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ELECTRICAL SITE DETAILS
DUCTBANK DETAILS

SHEET ID
ES503

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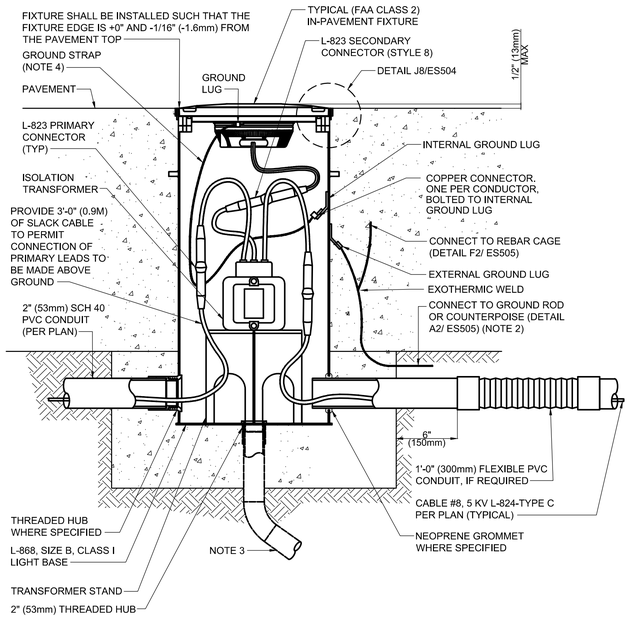
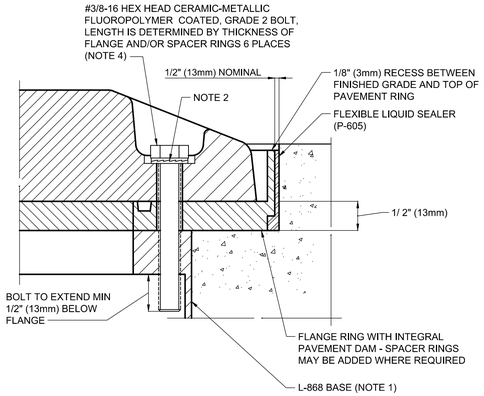


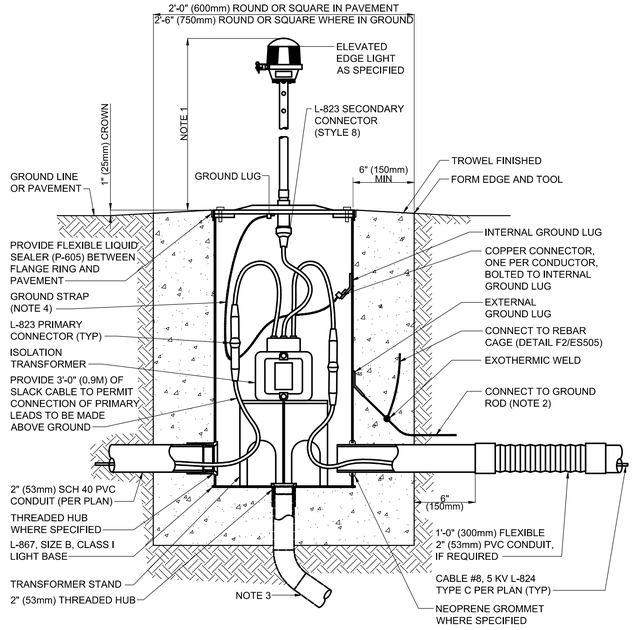
1. REFER TO DETAIL F2/ ES505 FOR BASE INSTALLATION DETAILS.
2. GROUND ROD LOCATION IS OUTSIDE THE BASE CAN ON THE SIDE OPPOSITE THE COUNTERPOISE AND CONNECTED TO THE EXTERNAL GROUND LUG.
3. TAXIWAY EDGE LIGHT SUBDRAIN.
4. PROVIDE 48" (1200mm) BRAIDED COPPER GROUND STRAP BETWEEN LIGHT BASE CAN AND LIGHT FIXTURE. STRAP MUST BE EQUIVALENT TO NO. 6 (16mm^2) CABLE.

F1 IN-PAVEMENT FIXTURE INSTALLATION (DEEP BASE)
N.T.S



1. REFER TO DETAIL F2/ ES505 FOR BASE INSTALLATION DETAILS.
2. TWO-PIECE STAINLESS STEEL LOCKING WASHER. DO NOT USE SPLIT-RING TYPE.
3. SPACER RINGS MAY BE REQUIRED FOR PROPER ALIGNMENT OF THE LIGHT FIXTURE.
4. DO NOT USE ANTI-SEIZE COMPOUND ON CERAMIC-METALLIC FLUOROPOLYMER COATED BOLT.

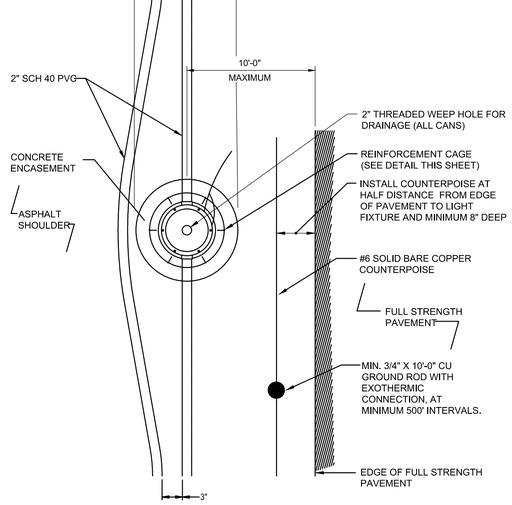
J8 IN-PAVEMENT LIGHT DETAIL (DEEP BASE)
N.T.S



DETAIL F13 NOTES:

1. STANDARD HEIGHT IS 14" (350mm). HEIGHT MAY BE ADJUSTED IN AREAS SUBJECT TO SNOW CONDITIONS.
2. GROUND ROD LOCATION IS OUTSIDE THE BASE CAN ON THE SIDE ADJACENT TO THE COUNTERPOISE AND CONNECTED TO THE EXTERNAL GROUND LUG AND REINFORCEMENT CAGE. PROVIDE 12" (300mm) SEPARATION FROM COUNTERPOISE.
3. TAXIWAY EDGE LIGHT SUBDRAIN.
4. PROVIDE 48" (1200mm) BRAIDED COPPER GROUNDING STRAP EQUIVALENT TO #6 (16 SQUARE mm) WIRE.

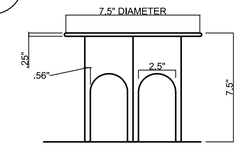
F13 ELEVATED TAXIWAY LIGHT DETAIL (IN FLEXIBLE PAVEMENT)
N.T.S



DRAWING NOTES - DETAIL A1

1. CONTRACTOR MUST PROVIDE CABLE CIRCUIT IDENTIFICATION MARKERS ATTACHED TO BOTH SIDES OF EACH CABLE CONNECTION.
2. ATTACH CABLE IDENTIFICATION MARKERS WITH CORROSION RESISTANT MATERIAL.
3. THOROUGHLY CLEAN THE CABLE PRIOR TO THE INSTALLATION OF THE L-823 CONNECTOR KIT.
4. COMPLETE INSTALLATION OF THE PIN/RECEPTACLE WITH "CRIMPING" TOOL SUPPLIED OR RECOMMENDED BY THE MANUFACTURER AND DESIGNED FOR THIS SPECIFIC PURPOSE. TWO CRIMPING TOOLS MUST BE TURNED OVER TO THE GOVERNMENT UPON COMPLETION OF THE PROJECT.
5. ATTACH EACH CABLE TIE ENOUGH TO HOLD IN PLACE WITHOUT COMPRESSING HOUSING. TRIM OFF EXCESS CABLE TIE.
6. INSTALLATION OF COMPLETE KIT CONNECTOR MUST BE IN STRICT CONFORMANCE WITH MANUFACTURER'S REQUIREMENTS.

A1 TYPICAL L-823 CONNECTOR DETAIL WITHOUT HEAT SHRINK
N.T.S

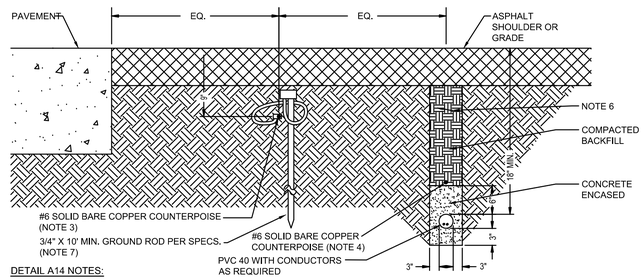


C6 AIRFIELD ISOLATION TRANSFORMER PLATFORM
N.T.S

GENERAL A9 NOTES:

1. SEE DETAIL A14 THIS SHEET FOR ADDITIONAL COUNTERPOISE INFORMATION.

A9 LIGHT BASE MOUNTING IN SHOULDER PAVEMENT PLAN
N.T.S



DETAIL A14 NOTES:

1. WHEN MORE THAN ONE DUCT/CONDUIT IS INSTALLED, MAINTAIN A MINIMUM SEPARATION BETWEEN DUCTS/CONDUITS OF 3".
2. DUCTS/CONDUITS INSTALLED UNDER FULL STRENGTH PAVEMENT THAT IS SUBJECT TO AIRCRAFT OR VEHICULAR TRAFFIC SHALL BE ENCASED WITH A MINIMUM OF 3" CONCRETE ON ALL SIDES.
3. WHERE DUCT/CONDUIT RUN IS ADJACENT AND PARALLEL TO PAVEMENT, LOCATE THE COUNTERPOISE HALFWAY BETWEEN PAVEMENT AND TRENCH AS SHOWN.
4. WHERE DUCT/CONDUIT RUN IS NOT ADJACENT TO PAVEMENT, LOCATE THE COUNTERPOISE DIRECTLY ABOVE THE DUCT/CONCUIT AS SHOWN. PLACE COUNTERPOISE ON NEXT-TO-LAST LIFT OF COMPACTED BASE MATERIAL UNDER SHOULDER.
5. THE COUNTERPOISE SHALL BE KEPT 2 FEET AWAY FROM FIXTURE BASES.
6. 6" WIDE PLASTIC WARNING TAPE STATING "BURIED ELECTRIC LINE BELOW". LOCATE 8" BELOW GRADE.
7. CONNECT GROUND ROD TO COUNTERPOISE WITH 18" OF #4 SOLID BARE COPPER AT A MINIMUM OF 500' INTERVALS. USE EXOTHERMIC WELDS. THIS IS TO ALLOW FOR POSSIBLE VERTICAL MOVEMENT OF THE GROUND ROD DUE TO FROST HEAVE.
8. DO NOT CONNECT COUNTERPOISE TO LIGHT BASES OR MANHOLES/HANDHOLES GROUNDING COMPONENTS.
9. FOR VARIOUS DUCT BANK TYPES (SEE SHEET ES503 DETAILS).

A14 CONCRETE ENCASED DUCT/CONDUIT & COUNTERPOISE DETAIL
N.T.S

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DESIGNED BY: K. PAVLIK
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ELECTRICAL SITE DETAILS
TAXIWAY AND APRON EDGE LIGHTING DETAILS

SHEET ID
ES504

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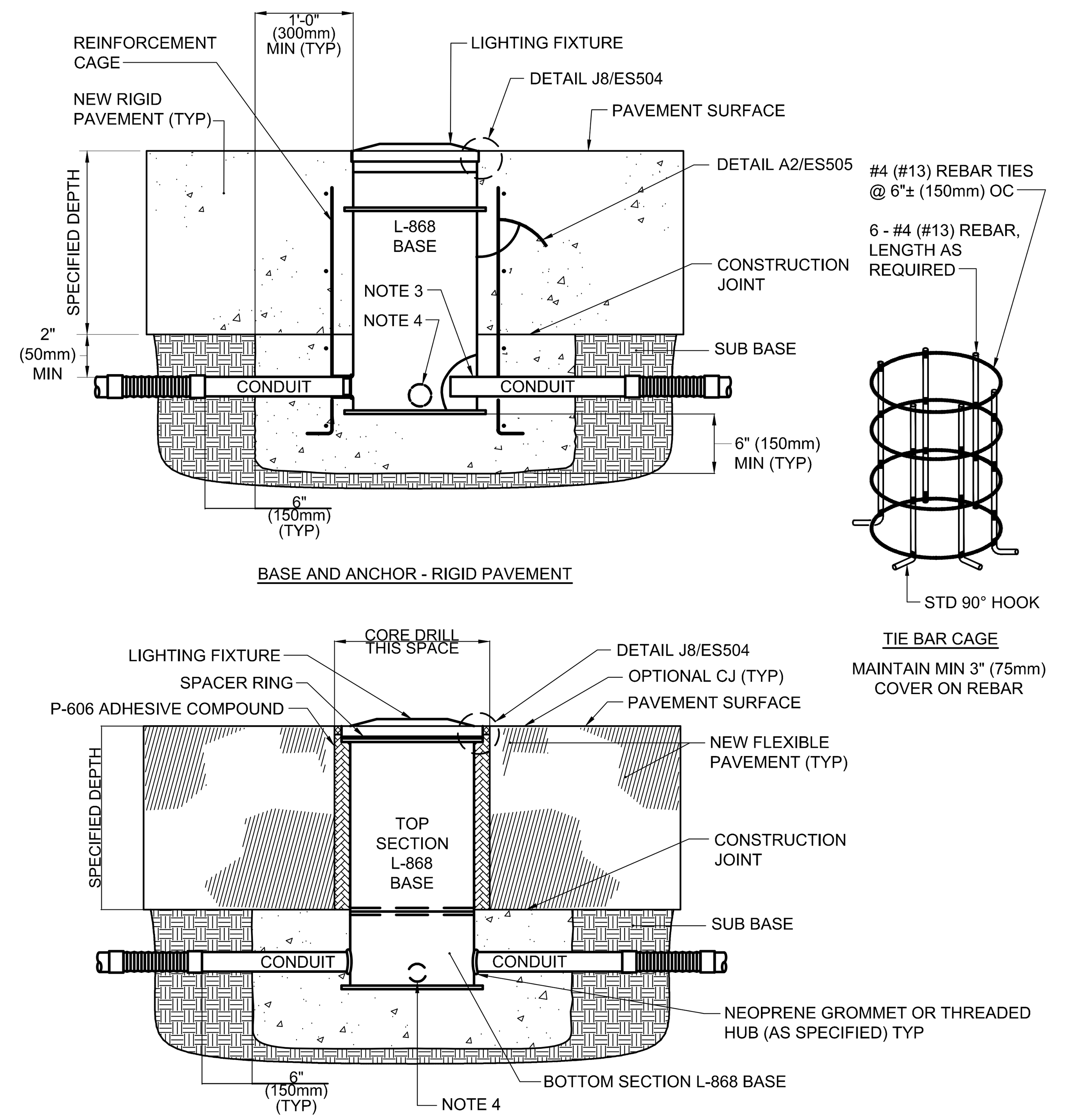
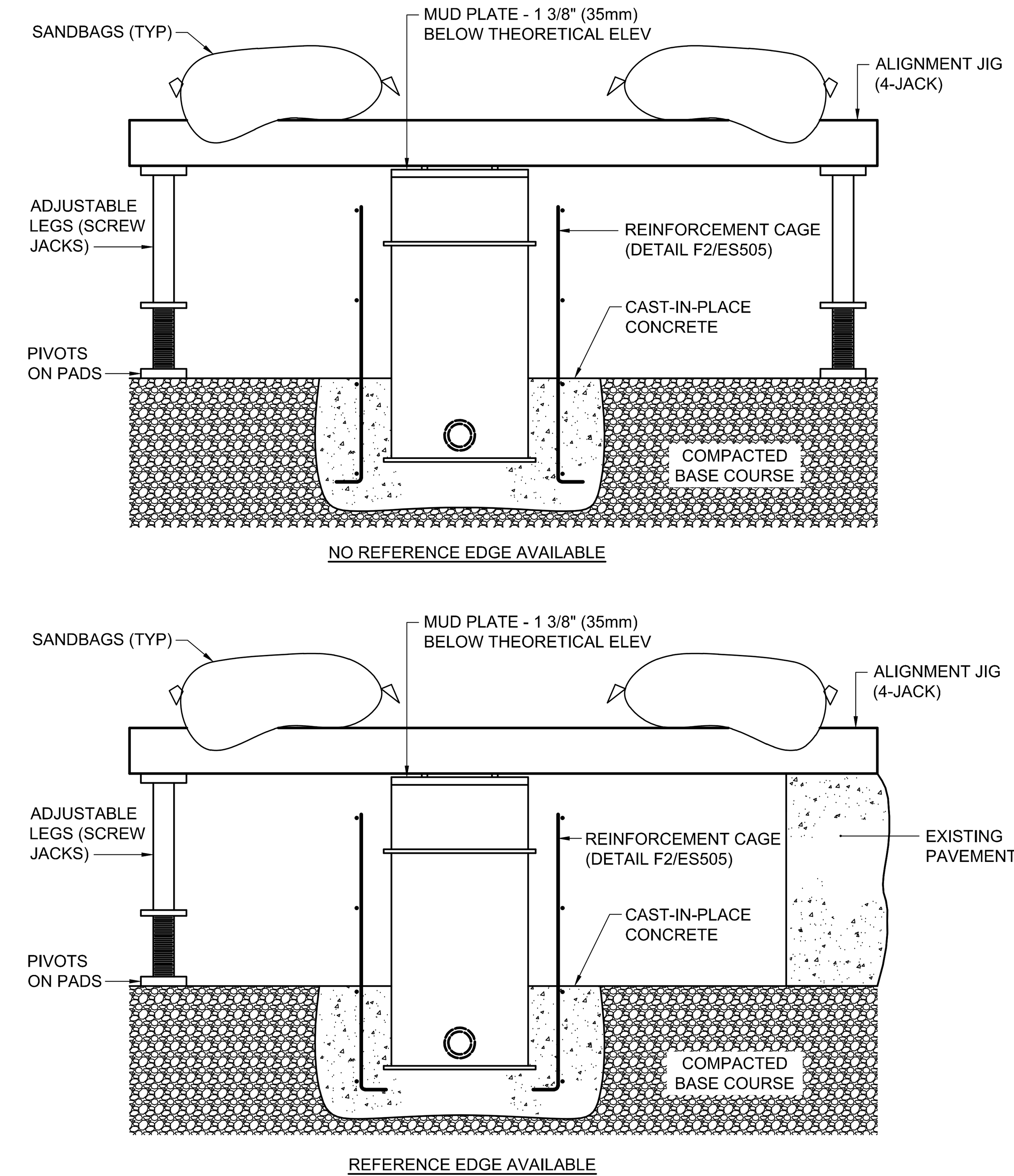


DETAIL F2 NOTES:

1. THE USE OF MUD PLATES, SPACER RINGS, EXTENSIONS, ETC., IS DEPENDENT ON PAVING TECHNIQUES.
2. ORIENTATION TOLERANCE FOR THE BASE IS ±1/2 DEGREE FROM THE CENTERLINE INDICATED ON THE PLANS.
3. CONDUIT ENTRANCE CAN BE MADE WITH EITHER A HUB OR GROMMET. IF GROMMET IS USED, CONDUITS MUST PROTRUDE INTO LIGHT BASE NOT MORE THAN 3/4" (19mm) FOR STEEL AND 1" (25mm) TO 1-1/2" (38mm) FOR PVC.
4. TAXIWAY EDGE LIGHT SUBDRAIN.

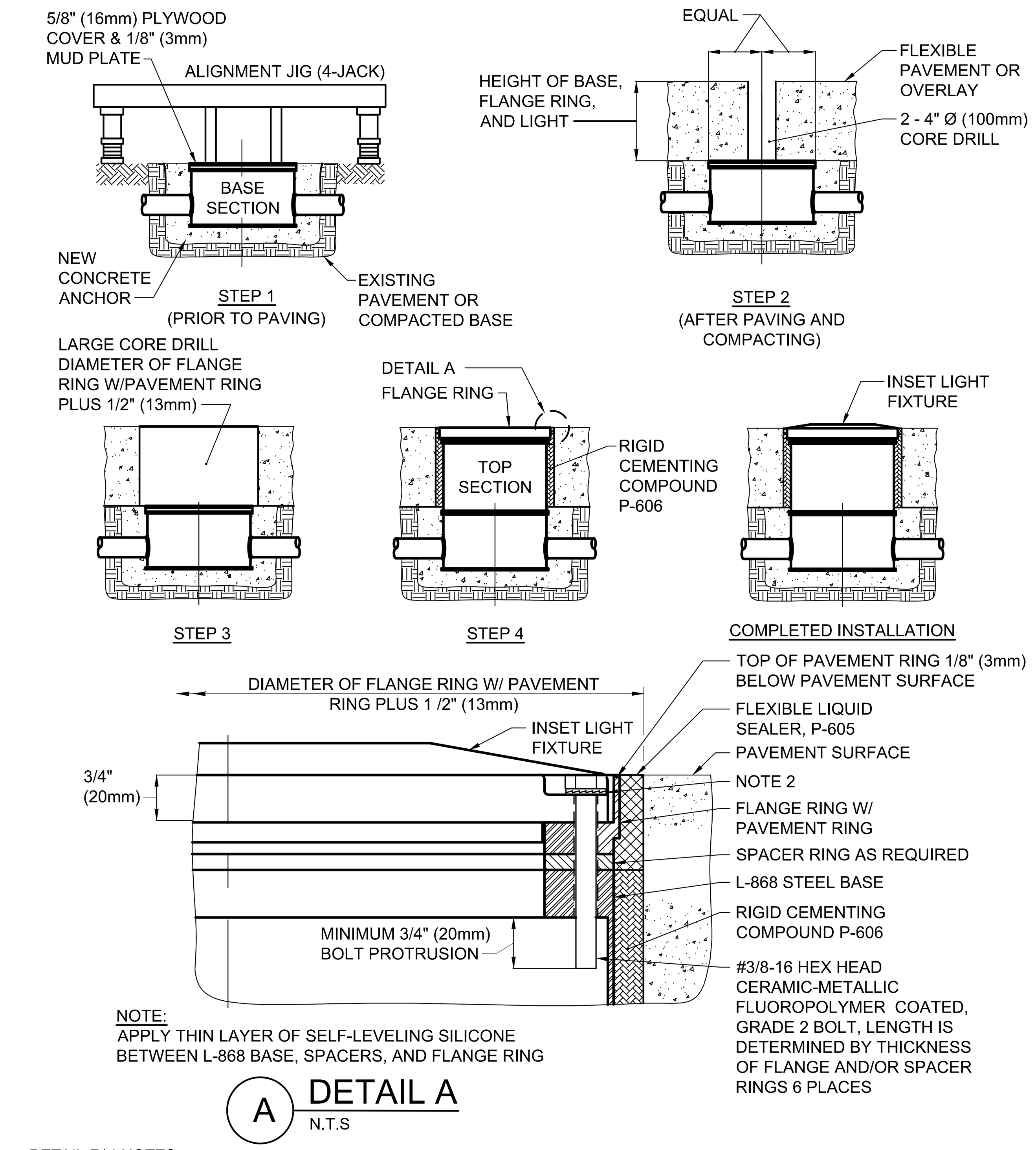
F2 BASE AND ANCHOR DETAILS
N.T.S



DETAIL F8 NOTES:

1. INSTALL THE ALIGNMENT JIG PER THE BASE MANUFACTURER'S REQUIREMENTS. THE JIG SHOULD BE PROVIDED WITH ADJUSTABLE LEGS FOR SETTING ELEVATION AND ALIGNMENT PINS FOR SETTING AZIMUTH.
2. ONCE LIGHT BASES ARE SET AT CORRECT ELEVATION, CONDUIT IS INSTALLED BETWEEN THE BASES AND REINFORCEMENT CAGES ARE FORMED AROUND THE BASE. SUFFICIENT WEIGHT, SUCH AS SAND BAGS, SHOULD BE PLACED ON TOP OF THE JIG TO PREVENT THE LIGHT BASE FROM FLOATING DURING CONCRETE INSTALLATION. THE CONCRETE ANCHOR IS POURED AROUND THE BASE AND ALONG THE CONDUIT TRENCH. INSTRUCT THE CONTRACTOR TO ENSURE THAT ALL VOIDS OR LOOSE MATERIAL BENEATH THE CONDUIT HAVE BEEN ELIMINATED PRIOR TO ENCASING IN CONCRETE. CONCRETE SHOULD BE FLUSH WITH SUB BASE AND NOT PROTRUDE ABOVE SUB BASE.
3. ONCE THE CONCRETE HAS CURED A MINIMUM OF 24 HOURS, THE JIG MAY BE REMOVED.
4. PAVING CANNOT COMMENCE UNTIL LIGHT BASE CONCRETE ANCHOR HAS CURED FOR 3 DAYS OR REACHED A STRENGTH OF 3000 PSI.

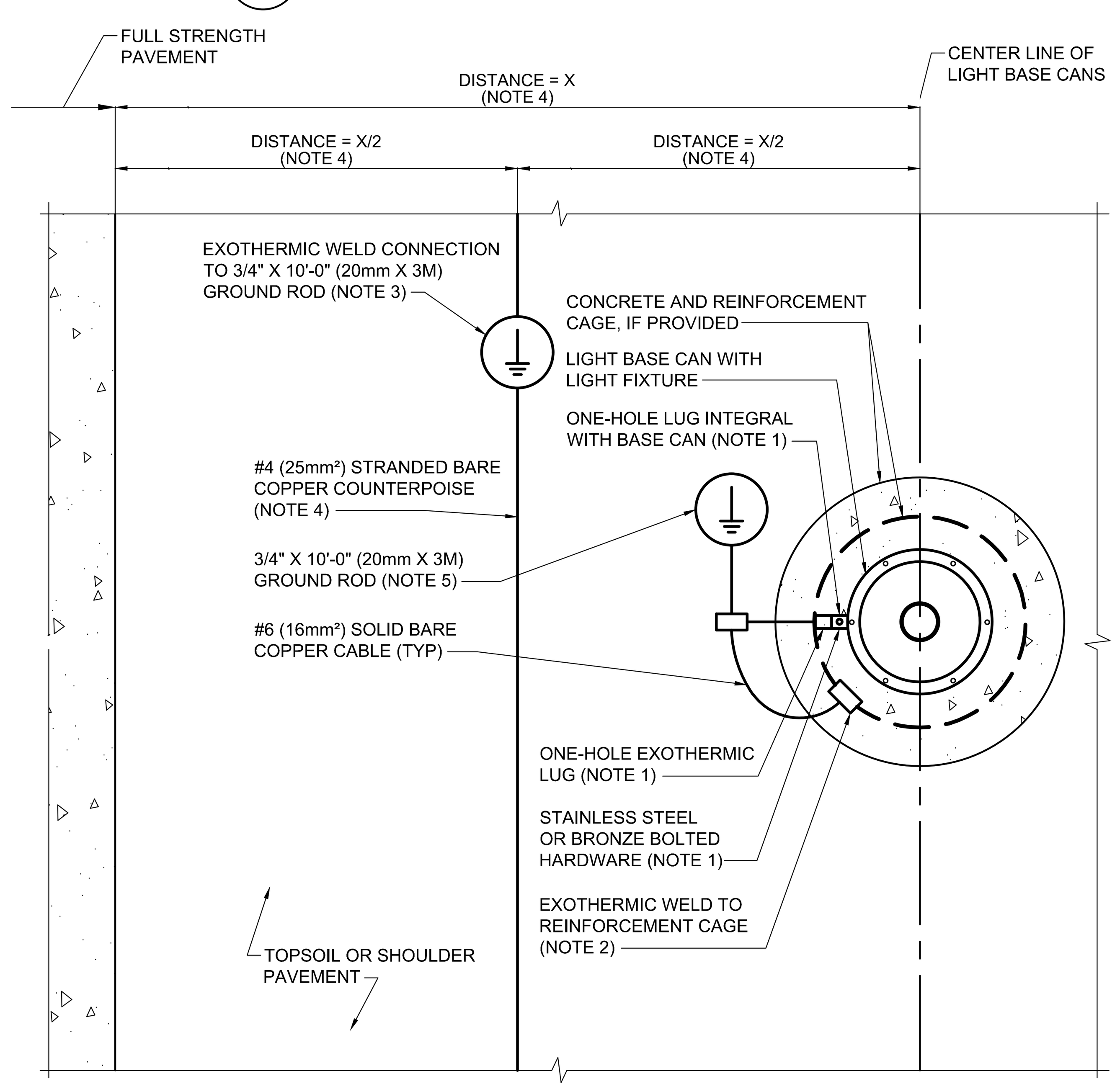
F8 DEEP BASE INSTALLATION IN RIGID PAVEMENT
N.T.S



DETAIL F14 NOTES:

1. TYPICAL INSTALLATION IN NEW FLEXIBLE PAVEMENT OR OVERLAY OF FLEXIBLE OR RIGID (PCC) PAVEMENT.
2. TWO-PIECE STAINLESS STEEL LOCKING WASHER. DO NOT USE SPLIT-RING TYPE.
3. THE BOTTOM SECTION OF THE LIGHT BASE IS SET AT AN ELEVATION SUCH THAT THE TOP OF THE PLYWOOD COVER AND MUD PLATE IS FLUSH WITH THE SURROUNDING BASE COURSE. THE CONCRETE ANCHOR IS POURED AND ALLOWED TO CURE FOR 24 HOURS.
4. THE JIG MAY THEN BE REMOVED AND PAVING OPERATIONS MAY BE ACCOMPLISHED.
5. ENSURE CORE DRILLING FOR THE LIGHT BASES IS ACCOMPLISHED AFTER COMPACTION HAS BEEN COMPLETED AND THE PAVEMENT HAS BEEN ACCEPTED BY THE GOVERNMENT.
6. RIGID CEMENTING COMPOUND P-606 IS USED TO FIRMLY SET THE TOP SECTION OR BASE EXTENSION IN PLACE AND BOND TO PAVEMENT. THE FLEXIBLE P-605 IS INSTALLED FROM THE TOP OF THE TOP SECTION OR BASE EXTENSION TO THE TOP OF THE FINISHED PAVEMENT SURFACE. THIS ALLOWS FUTURE ADJUSTMENT OF THE FIXTURE BY REMOVING OR ADDING SPACER RINGS WITHOUT DISRUPTION OF THE BASE. BOTH P-606 AND P-605 MUST BE SPECIFIED AS BEING COMPATIBLE WITH TYPE OF PAVEMENT BEING INSTALLED.

F14 FLEXIBLE PAVEMENT OR OVERLAY INSTALLATION
N.T.S



A2 GROUNDING CONNECTIONS TO LIGHT BASE CAN
N.T.S

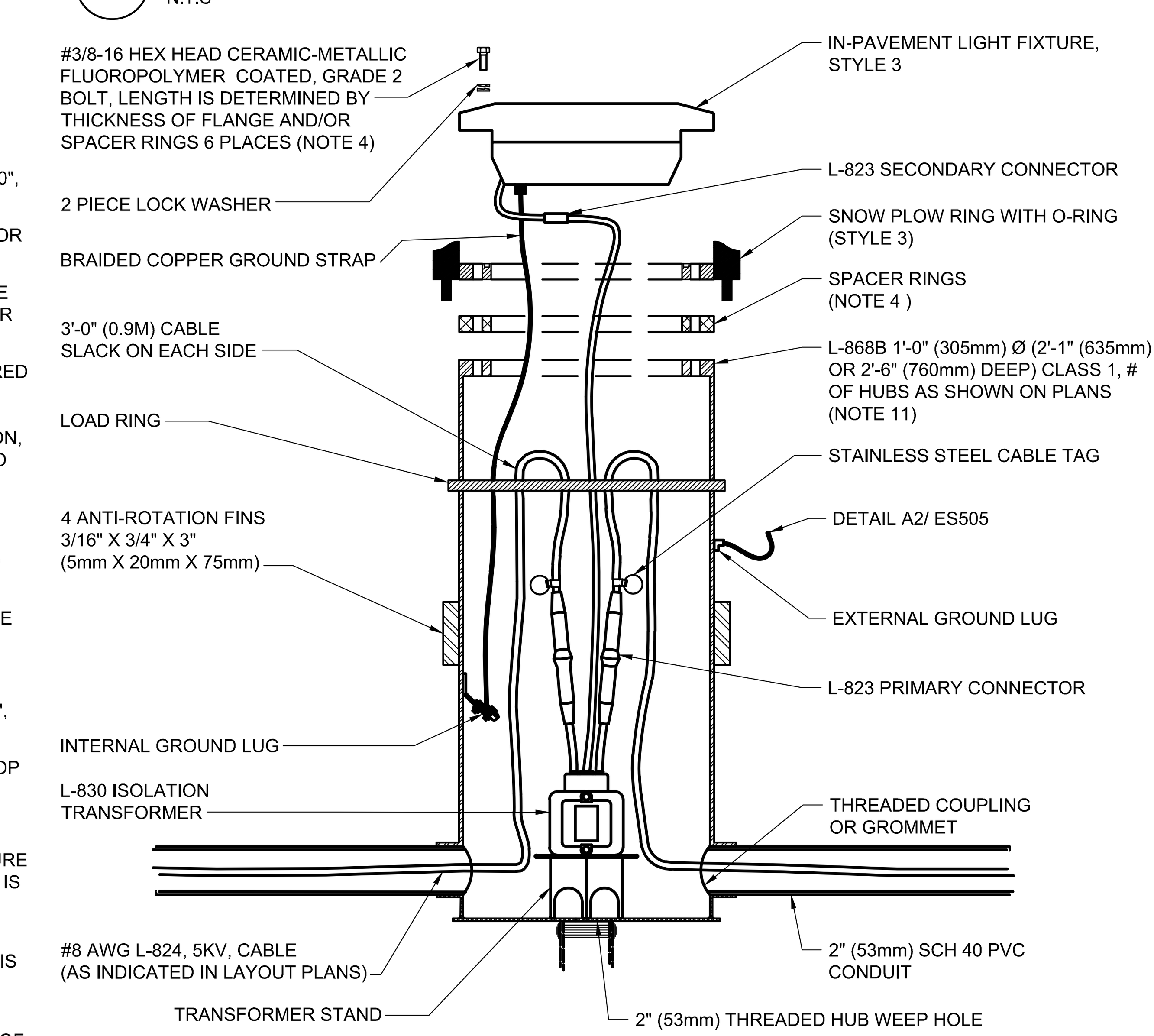
DETAIL A2 NOTES:

1. EACH LIGHT BASE CAN MUST HAVE AN EXTERNAL ONE-HOLE GROUND LUG. CONNECT AN EXOTHERMIC ONE-HOLE LUG TO GROUNDING CABLE. CONNECT CABLE LUG TO BASE CAN LUG WITH BRONZE OR STAINLESS STEEL BOLTED HARDWARE.
2. CONNECT GROUNDING CABLE TO REINFORCEMENT CAGE, IF ONE IS PROVIDED. USE EXOTHERMIC WELD.
3. CONNECT GROUND RODS TO COUNTERPOISE AT 2000'-0" (600M) MAXIMUM SPACING FOR STRAIGHT RUNS, USING EXOTHERMIC WELDS. DO NOT BREAK COUNTERPOISE.
4. LOCATE COUNTERPOISE HALF WAY BETWEEN FULL-STRENGTH RUNWAY OR TAXIWAY PAVEMENT AND CENTER LINE OF LIGHT BASE CANS.
5. INSTALL THE GROUND ROD ON THE SIDE OF THE TRENCH THAT IS CLOSEST TO THE RUNWAY OR TAXIWAY PAVEMENT. GROUND ROD MUST BE SEPARATED FROM COUNTERPOISE BY MINIMUM 12" (300mm).

DETAIL A16 NOTES:

1. INSTALL CORNER EDGE OF SNOW PLOW RING FLUSH WITH PAVEMENT SURFACE WITH A TOLERANCE OF +0", -1/16" (1.6mm).
2. SUBMIT ALL BASE CAN INSTALLATION TECHNIQUES, METHODS, MATERIALS, ETC., TO THE GOVERNMENT FOR REVIEW AND APPROVAL PRIOR TO THE START OF WORK.
3. BEFORE PAVING MAY PROCEED, THE CONTRACTOR MUST DEMONSTRATE TO THE GOVERNMENT THAT THE BASE CANS ARE AT THE CORRECT LOCATION, ELEVATION, AZIMUTH AND ROTATION AND THAT THE PROPER CLEARANCE EXISTS BETWEEN THE BASE CAN AND THE PAVER.
4. THE SPACER RING IS DESIGNED AS A NOMINAL 3/4" (19mm) THICKNESS. THE SPACER RING MAY BE REQUIRED TO BE THINNER OR THICKER DEPENDING ON BASE CAN INSTALLATION AND PAVING TECHNIQUES / TOLERANCES. THIS CONTRACTOR MUST MEASURE AND DETERMINE THE REQUIRED THICKNESS OF EACH INDIVIDUAL SPACER RING REQUIRED TO PUT THE AIRFIELD LIGHTING FIXTURE AT THE CORRECT ELEVATION, AZIMUTH AND ROTATION. THE CONTRACTOR MAY USE MULTIPLE SPACER RINGS OF VARYING HEIGHTS. NO MORE THAN 3 SPACER RINGS MAY BE USED ON ANY ONE LIGHT INSTALLATION THE MAXIMUM HEIGHT DISPLACEMENT FOR ONE OR MORE SPACER RINGS WILL BE 2" (50mm) OR LESS.
5. THE FINISHED PAVEMENT SURFACE MUST BE PROTECTED FROM FOREIGN SUBSTANCES WHICH COULD CAUSE STAINING, I.E. CONCRETE, OIL, ETC. THE CONTRACTOR MUST IMMEDIATELY CLEAN ALL SPILLS AND CORRECT/CLEAN ANY STAINED SURFACES AT THE CONTRACTOR'S EXPENSE.
6. THE BASE CAN COVER MOUNTING BOLTS MUST EXTEND THRU THE BASE CAN MOUNTING FLANGE INTO THE BASE CAN A MINIMUM OF ½" (13mm). THE BOLTS MUST BE THREADED THE FULL LENGTH OF THE BOLT.
7. CONNECT TO GROUND ROD.
8. INSTALL TOP OF EDGE OF SNOW PLOW RING FLUSH WITH PAVEMENT SURFACE WITH A TOLERANCE OF +0", -1/16" (1.6mm).
9. IF THE DISTANCE BETWEEN THE EDGE OF THE SNOW RING AND CONCRETE IS 1/8" (3mm) OR LESS, SEAL TOP OF OPENING WITH P-605 SILICONE SEALANT AND DELETE THE P-606 COMPOUND.
10. THE TOP OF FIXTURE MUST NOT EXCEED THE TOP OF THE SNOW PLOW RING (+0", -1/8" (3mm)).
11. THE CONTRACTOR MUST PRE-ASSEMBLE IN-PAVEMENT LIGHT FIXTURE WITH SNOW PLOW RINGS TO ASSURE EACH INDIVIDUAL UNIT ASSEMBLY IS WITHIN TOLERANCE. USE A STRAIGHT EDGE TO VERIFY THE FIXTURE IS LEVEL (TO 1/8" (3mm)). ANY UNITS NOT WITHIN THIS TOLERANCE WILL BE REJECTED. ASSURE SNOW PLOW RINGS ARE CONFIGURED WITH CORRECT NUMBER AND WIDTH OF OPENINGS.

    THE CONTRACTOR MUST INSTALL A 25" (635mm) DEEP BASE CAN WHERE THE PCC PAVEMENT THICKNESS IS 15" (375mm) AND MUST INSTALL A 30" (750mm) DEEP BASE CAN WHERE THE PAVEMENT THICKNESS IS 20" (500mm).
12. CONTRACTOR MUST ENSURE SEALANT INSTALLATION IS IN ACCORDANCE WITH ELEVATION TOLERANCES OF LIGHT FIXTURE INSTALLATION.
13. CONTRACTOR MUST ENSURE SNOW PLOW RINGS ARE COMPATIBLE AND APPROPRIATE FOR USE WITH BASE CANS AND FIXTURES.
14. USE DRAINAGE LAYER AND CONCRETE.



A16 IN-PAVEMENT LIGHT MATERIALS
N.T.S

US Army Corps of Engineers®

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DESIGNED BY: K. PAVLIK
DRAWN BY: K. PAVLIK
CHECKED BY: B. WLASCHIN
SUBMITTED BY: W. DAVENPORT
SIZE: ANSI D
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ELECTRICAL SITE DETAILS
TAXIWAY AND APRON EDGE LIGHTING DETAILS

SHEET ID
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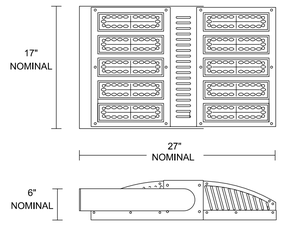


SUBMIT AND RECEIVE GOVERNMENT APPROVAL OF THE APRON AREA LIGHTING DESIGN STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE USA. THE LIGHTING DESIGN MUST INCLUDE BUT NOT BE LIMITED TO:

1. A POINT-TO-POINT LIGHTING PLAN SHOWING IT MEETS A MINIMUM FOOT CANDLES IN THE HORIZONTAL PLANE THROUGHOUT THE ENTIRE APRON AREA AS SPECIFIED BY UFC 3-535-01, CHAPTER 10-4.

2. MAXIMUM POLE HEIGHTS AT EACH LOCATION MUST NOT CHANGE FROM THE ORIGINAL DESIGN. LIGHT FIXTURE AIMING DETAIL SHOWING VERTICAL AND HORIZONTAL AIMING ANGLES.

3. PROVIDE A LIGHT FIXTURE AIMING TABLE WHICH DISPLAYS VERTICAL AND HORIZONTAL AIMING ANGLES FOR EACH LIGHT FIXTURE ON EACH POLE.

LIGHTING FIXTURE SCHEDULE

TYPE	QUANTITY NORMAL	QUANTITY EMERGENCY	FIO LLF	LAMP QUALITIES LAMP TYPE	QTY	WATTAGE	CCT	MIN CRI	PERFORM. CONSTRAINTS MAX POWER	MIN LUMEN OUTPUT	EMERGENCY INITIAL FLUX	VOLTAGE	MOUNTING STYLE	MOUNTING HEIGHT	MAX FIXT. DEPTH	DESCRIPTION	REMARKS
HC1	40	0	0,7	LED	1	600 W	4000 K	70	600 W	40000 lm	0 lm	240 V	POLE	VARIES		OUTDOOR SPOT LIGHT	FULL OPTICAL GLARE SHIELDING REQUIRED

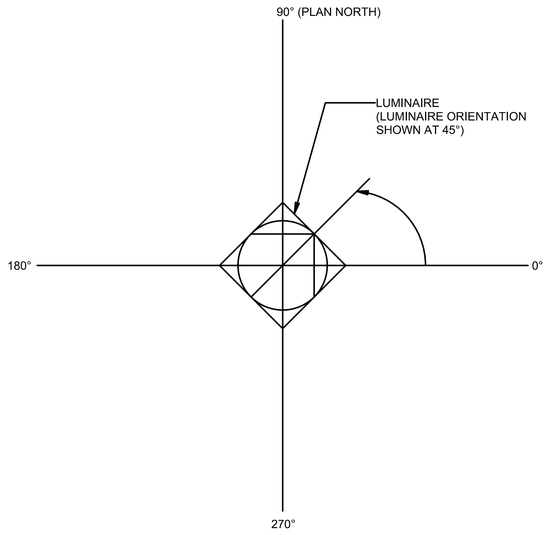
LUMINAIRE FIXTURE AIMING TABLE

Pole#	Fixture#	Mounting Height	Aiming Angle	Tilt
P1	P1-F1	53	242	83
P1	P1-F2	53	252	82
P1	P1-F3	53	267	80
P1	P1-F4	53	287	79
P1	P1-F5	53	309	84
P1	P1-F6	50	252	84
P1	P1-F7	50	262	83
P1	P1-F8	50	274	82
P1	P1-F9	50	289	82
P1	P1-F10	50	305	82
P2	P2-F1	68	208	81
P2	P2-F2	68	221	81
P2	P2-F3	68	232	82
P2	P2-F4	68	256	82
P2	P2-F5	68	274	81
P2	P2-F6	65	209	79
P2	P2-F7	65	225	80
P2	P2-F8	65	239	81
P2	P2-F9	65	255	80
P2	P2-F10	65	273	79
P3	P3-F1	68	286	79
P3	P3-F2	68	270	80
P3	P3-F3	68	251	80
P3	P3-F4	68	208	78
P3	P3-F5	68	170	78
P3	P3-F6	65	271	77
P3	P3-F7	65	252	77
P3	P3-F8	65	311	72
P3	P3-F9	65	221	78
P3	P3-F10	65	187	77
P4	P4-F1	58	95	83
P4	P4-F2	58	108	82
P4	P4-F3	58	122	82
P4	P4-F4	58	135	83
P4	P4-F5	58	146	83
P4	P4-F6	55	89	81
P4	P4-F7	55	105	80
P4	P4-F8	55	124	80
P4	P4-F9	55	140	80
P4	P4-F10	55	153	82

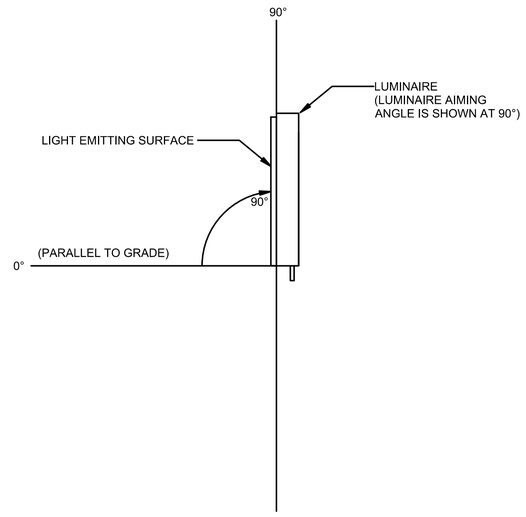
F14 FLOODLIGHT FIXTURE AIMING TABLE
N.T.S

FIXTURE AIMING TABLE NOTES:

1. MOUNTING HEIGHT IS IN FEET, AND IS MEASURED FROM THE FINISHED GRADE TO THE TOP OF THE LIGHT FIXTURE(S).
2. LIGHT FIXTURE ORIENTATION IS TO BE REFERENCED TO DETAIL A1 THIS SHEET.
3. LIGHT FIXTURE AIMING IS TO BE REFERENCED TO DETAIL A6 THIS SHEET.
4. REFER TO ES101 FOR POLE FIXTURE ID DESIGNATIONS.



A1 FLOODLIGHT FIXTURE HORIZONTAL AIMING DETAIL
N.T.S



A6 FLOODLIGHT FIXTURE VERTICAL AIMING DETAIL
N.T.S

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DESIGNED BY: K. PAVLIK
DRAWN BY: K. PAVLIK
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ELECTRICAL SITE DETAILS
HIGH MAST LIGHTING AIMING DETAILS

SHEET ID
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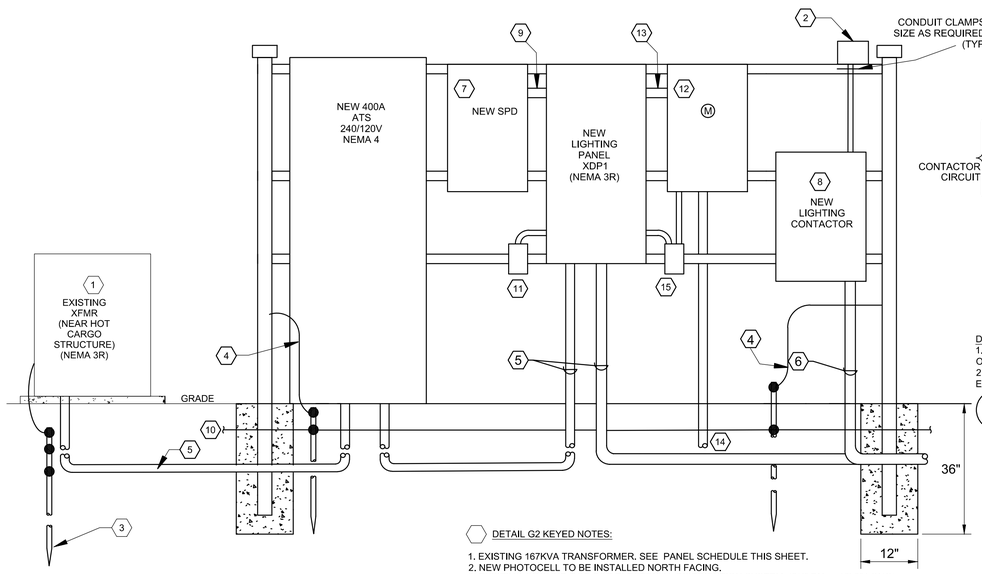
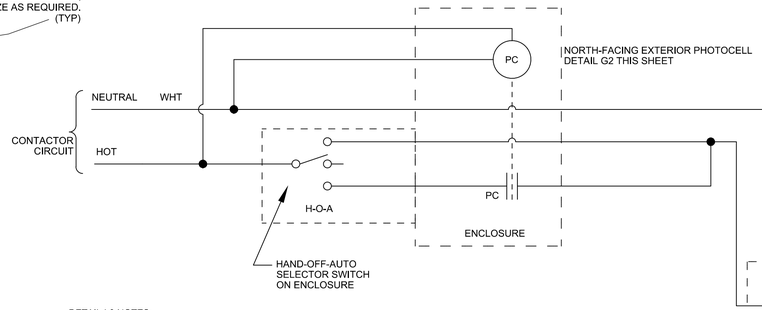


DETAIL G2 NOTES:
1. ALL ABOVE GROUND NEW CONDUIT SHALL BE RGS AND SHALL TRANSITION TO PVC BELOW GRADE. PROVIDE RGS UNDERGROUND ELBOWS.
2. ALL CONDUIT SHALL BE INSTALLED 24" MINIMUM BURIED DEPTH BELOW GRADE.
3. SEE SHEET ES101 FOR LOCATION.
4. CONTRACTOR SHALL PROVIDE LOCKABLE ENCLOSURES WITH A KEYED LOCK AND/OR A PADLOCK WITH KEY FOR SWITCH ENCLOSURE. COORDINATE WITH BASE CE.

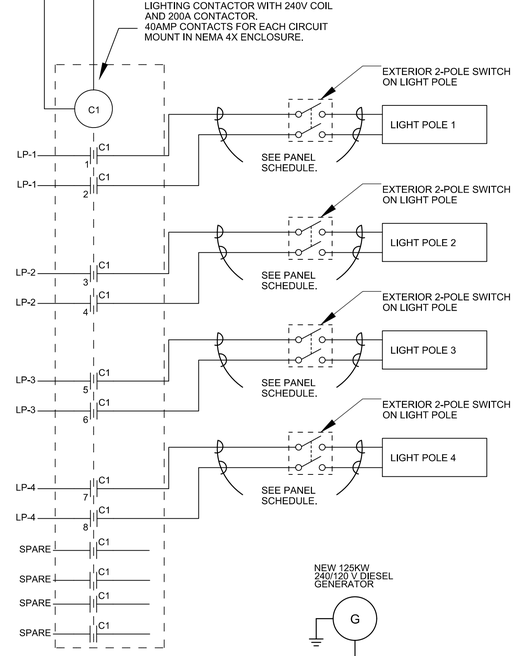
DETAIL G2 KEYED NOTES:
1. EXISTING 167KVA TRANSFORMER. SEE PANEL SCHEDULE THIS SHEET.
2. NEW PHOTOCELL TO BE INSTALLED NORTH FACING.
3. EXISTING GROUND ROD FOR ELECTRICAL DISTRIBUTION SYSTEM. (3/4" DIA. x 10'-0" LONG)
4. GROUND RODS BONDING WIRE.
5. CONDUIT FOR OTHER EXISTING CIRCUITS.
6. NEW 2" LIGHTING CIRCUIT CONDUITS. ONE CONDUIT PER CIRCUIT.
7. CONTRACTOR SHALL PROVIDE A NEW SPD (SURGE PROTECTIVE DEVICE) EXTERNAL TO THE LIGHTING PANEL. MUST SERVE 240V 1Ø CIRCUITS. MUST PROVIDE A NEMA 4 RATED ENCLOSURE.
8. LIGHTING CONTACTOR WITH A NEMA 4 ENCLOSURE. SEE DETAIL 2 THIS SHEET FOR MORE LIGHTING CONTACTOR INFORMATION. EXISTING LIGHTING CONTACTOR SHALL BE REMOVED.
9. NEW 2" RGS CONDUIT FOR SPD CONNECTION TO XDP1.
10. #6 AWG BARE COPPER BOLTED TO FRAME AND EXOTHERMICALLY CONNECTED TO 3/4" DIA. x 10'-0" LONG GROUND ROD.
11. NEW NEMA 4 RATED RECEPTACLE. ENSURE RATING CAN BE MAINTAINED WHEN A PLUG IS CONNECTED TO THE RECEPTACLE.
12. NEW NEMA 4 RATED ELECTRICAL METER ENCLOSURE. CONTRACTOR TO PURCHASE AND INSTALL METER CONVERTER.
13. NEW 2" RGS CONDUIT FOR METER CONNECTION TO XDP1.
14. NEW 12 STRAND FIBER OPTIC CABLE TO BUILDING 1607. SEE ES102 FOR ROUTING.
15. NEW NEMA 4 RATED RECEPTACLE DEDICATED FOR MEDIA CONVERTER. ENSURE RATING CAN BE MAINTAINED WHEN A PLUG IS CONNECTED TO THE RECEPTACLE.

G2 EXISTING OUTDOOR POWER EQUIPMENT MOUNTING STRUCTURE RENOVATIONS
N.T.S



DETAIL L9 NOTES:
1. THIS IS THE LIGHTING CONTROL SYSTEM TO BE INSTALLED ON THE EXISTING OUTDOOR POWER EQUIPMENT MOUNTING STRUCTURE AS SHOWN ON DETAIL G2 THIS SHEET.
2. ALL NEW ELECTRICAL COMPONENTS SHALL MEET AIR FORCE BROWN PAINT SIMILAR TO EXISTING.

L9 EXTERIOR LIGHTING CONTROL DIAGRAM
N.T.S



PANEL: XDP1	VOLTS:240/120	PHASE/WIRE: 1/3	LOCATION: STRUT MOUNTED EXTERIOR
MAIN BUS: 400AMP	MAIN CB: 400 AMP	NEUTRAL: 100%	FAULT DUTY: 22 kAIC MIN.

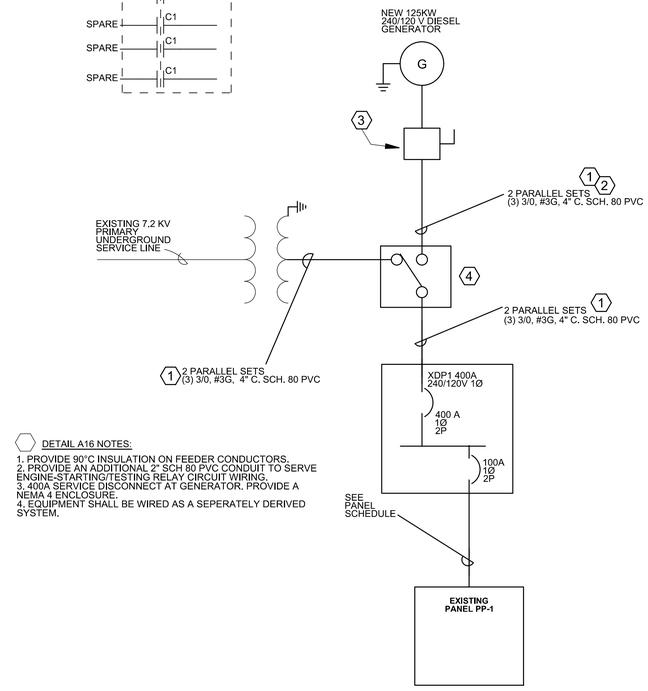
LOAD INFORMATION			VOLTAMPS		BREAKER RATING /POLES							VOLTAMPS				LOAD INFORMATION
LOAD	NOTE	TYPE	PH-A	PH-B	CKT	P	CB	PH	CB	P	CKT	PH-A	PH-B	TYPE	NOTE	LOAD
SPD	1	O	5		1	2	30	A	40	2	2	3,116		L	2,8,9, 11	LIGHT POLE #1 (10 LIGHTS)
		O		5	3			B			4		3,180	L		
EXISTING PANEL PP-1	6,7,11	L	7,750		5	2	100	A	40	2	6	3,116		L	3,8,9, 11	LIGHT POLE #2 (10 LIGHTS)
		L		7,750	7			B			8		3,180	L		
IMMERSION HEATER	5,10	P	1,000		9	2	20	A	40	2	10	3,116		L	4,8,9, 11	LIGHT POLE #3 (10 LIGHTS)
		P		1,000	11			B			12		3,180	L		
POWER RACK CONVINENCE RECEPTACLE	3	R	1,080		13	1	20	A	40	2	14	3,116		L	4,8,9, 11	LIGHT POLE #4 (10 LIGHTS)
GEN. BATTERY CHARGERS	3	P		1,080	15	1	20	B			16		3,180	L		
WATER JACKET HEATERS	3	P	1,080		17	1	20	A	20	1	18	1,080		L	3	LIGHTING CONTACTOR
LP1,2 OBSTRUCTION LIGHTS	11,12	L		232	19	1	20	B	20	1	20		232	L	11,12	LP3,4 OBSTRUCTION LIGHTS
MEDIA CONVERTER RECEPTACLE	13	R	180		21	1	20	A	20	2	22	1,000		S		SPARE
SPARE		S		1,000	23	1	20	B			24		1,000	S		
MOUNTING: STRUT			11,095	11,067				A				14,544	13,952			B
ENCLOSURE: NEMA 4			CONNECTED PHASE (VA):					25,639	25,019							
			CONNECTED CURRENT (A):					213.66	208.49							

NOTES:
1. SURGE PROTECTIVE DEVICE (SPD) CIRCUIT BREAKER SHALL BE SIZED PER MANUFACTURER REQUIREMENTS. THE MINIMUM WIRE SIZE SHALL BE CAPABLE OF CARRYING 100% AMPACITY OF THE CIRCUIT BREAKER RATING PER NFPA 70-2020 TABLE 310.16 AFTER ADJUSTMENTS FOR THE FACTORS LISTED FOR THE RESPECTIVE SPD CIRCUIT.
2. PROVIDE (2) 2/0, (1) #4 AWG G WITHIN A 2" SCH. 80 PVC CONDUIT.
3. PROVIDE (2) 1/0, (1) #4 AWG G WITHIN A 2" SCH. 80 PVC CONDUIT.
4. PROVIDE (2) #2, (1) #6 AWG G WITHIN A 2" SCH. 80 PVC CONDUIT.
5. PROVIDE (2) #8, (1) #8 AWG G WITHIN A 2" SCH. 80 PVC CONDUIT.
6. PROVIDE (3) 500KCMIL, (1) 1/0 AWG G WITHIN A 4" SCH. 80 PVC CONDUIT.
7. PANEL PP-1 IS EXISTING. SEE SITE ES101 FOR LOCATION.
8. 116W, 120V L-810 INCANDECANT OBSTRUCTION LIGHT INCLUDED

TYPE	VA	DF	VAxDF
L	42,228	1.25	52,785
LM	-	1.25	-
M	-	0.60	-
O	10	0.60	6
R	1,260	1.00	1,260
P	4,160	0.50	2,080
S	3,000	0.40	1,200
CND	50,658	EMD	57,331
EMD (Amps)			238.88

LOAD TYPES:
L - LIGHTING
LM - LARGEST MOTOR
M - MOTOR LOAD
O - MISC OR OTHER TYPE LOADS
R - RECEPTACLE (First 10,000 VA per NEC)
R - RECEPTACLE (over 10,000 VA per NEC)
S - SPARE

NOTES CONTINUED:
9. EACH HIGH MAST POLE HAS (10) FIXTURES ON EACH POLE. FOR A TOTAL OF 6,000W (600W PER FIXTURE) AND A CONVENIENCE RECEPTACLE AT THE BASE OF EACH POLE.
10. NEMA 4X ENCLOSURE.
11. CIRCUIT CONDUCTORS ARE INCREASED DUE TO VOLTAGE DROP.
12. PROVIDE (2) #10, (1) #10 AWG G WITHIN A 2" SCH. 80 PVC CONDUIT.
13. PROVIDE (2) #12, (1) #12 AWG G WITHIN A 2" SCH. 80 PVC CONDUIT.



DETAIL A16 NOTES:
1. PROVIDE 90°C INSULATION ON FEEDER CONDUCTORS.
2. PROVIDE AN ADDITIONAL 2" SCH 80 PVC CONDUIT TO SERVE ENGINE-STARTING/TESTING RELAY CIRCUIT WIRING.
3. 400A SERVICE DISCONNECT AT GENERATOR. PROVIDE A NEMA 4 ENCLOSURE.
4. EQUIPMENT SHALL BE WIRED AS A SEPERATELY DERIVED SYSTEM.

A16 ONE LINE DIAGRAM REVISIONS
N.T.S

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SIZE:	ANSI D
FILE NAME:	NJ05_ES500.dwg
ISSUE DATE:	MAY 2026
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CONTRACT NO.:	+XXXXXX-XX-X-XXXX
SPEC CODE:	NJ05

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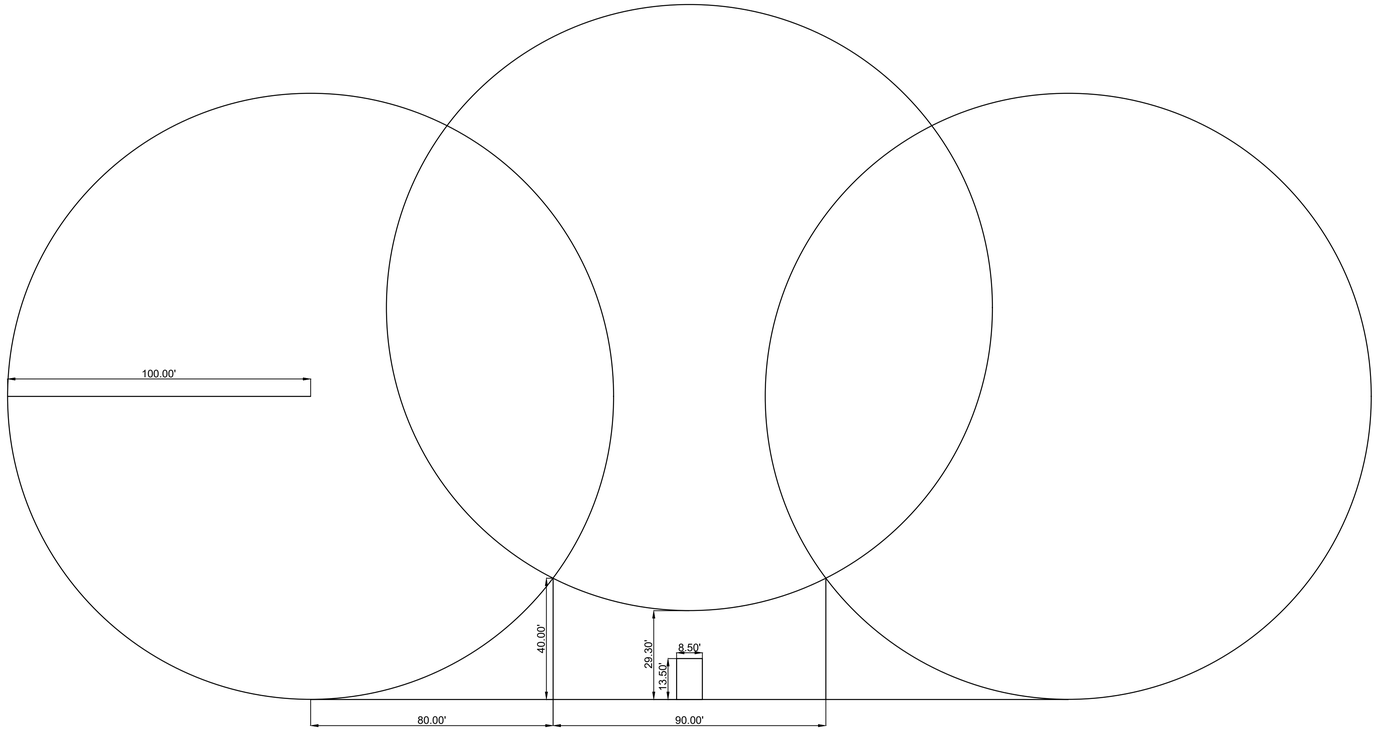
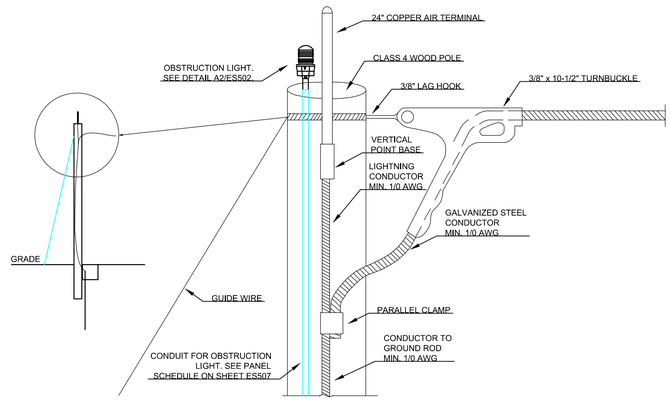
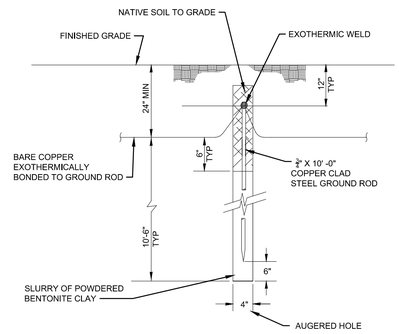


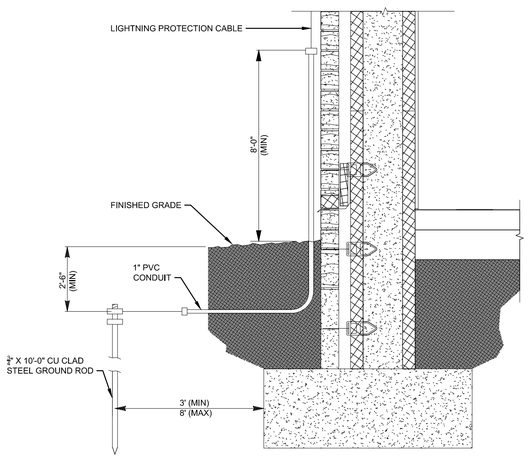
H3 CATENARY GROUNDING SYSTEM ROLLING SPHERE DIAGRAM - VEHICLE PROTECTION
N.T.S



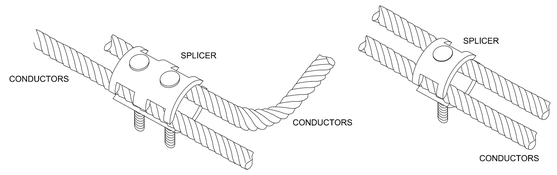
J14 ONE DIRECTION CATENARY AIR TERMINAL DETAIL
N.T.S



E17 TYPICAL GROUND ROD DETAIL
N.T.S



B4 DOWN CONDUCTOR DETAIL
N.T.S



C11 TYPICAL CONDUCTOR SPLICING
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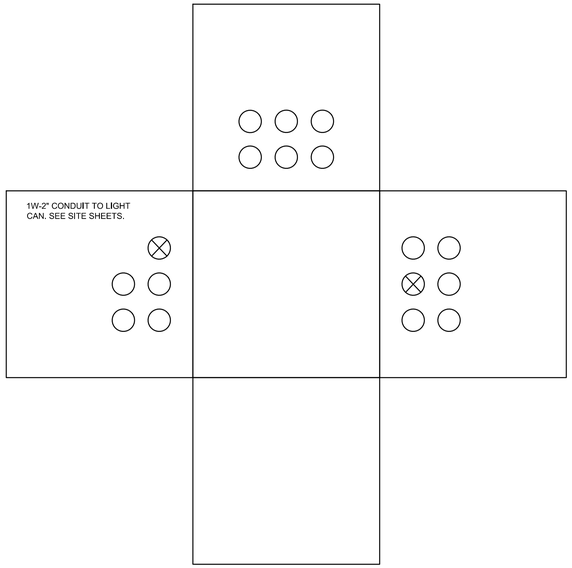
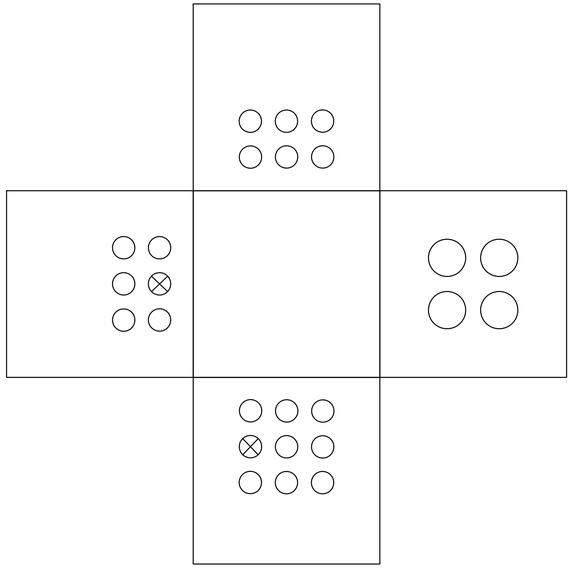
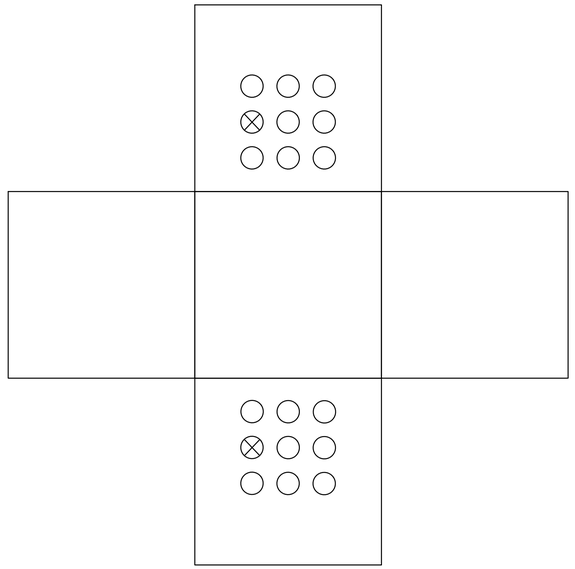


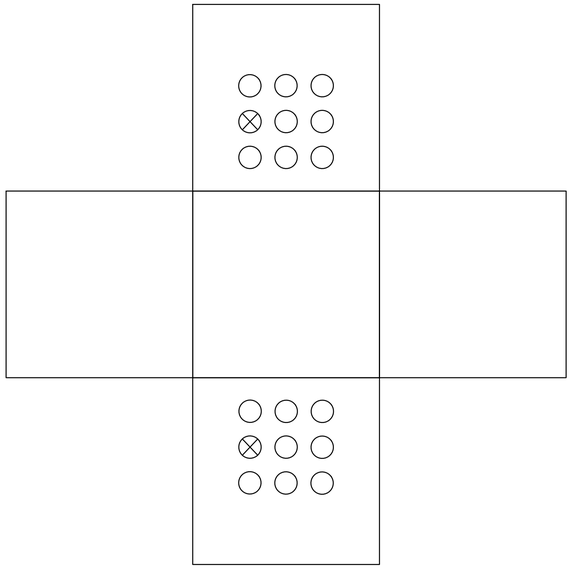
J2 EXISTING MANHOLE 1 - BUTTERFLY DIAGRAM
N.T.S



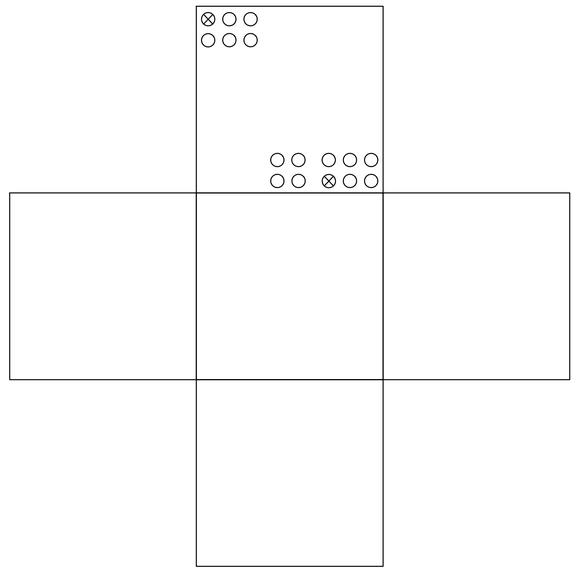
J8 EXISTING MANHOLE 2 - BUTTERFLY DIAGRAM
N.T.S



G14 EXISTING MANHOLE 3 - BUTTERFLY DIAGRAM
N.T.S



C8 EXISTING MANHOLE 4 - BUTTERFLY DIAGRAM
N.T.S



A14 EXISTING MANHOLE 5 - BUTTERFLY DIAGRAM
N.T.S

SHEET NOTES:

1. SHEET SHOWS ROUTING OF THE AIRFIELD CABLE FROM THE AIRFIELD LIGHTING VAULT TO THE HOT CARGO LOADING APRON. THE HCLA CONDUCTOR SHALL BE ROUTED THROUGH THE CONDUITS MARKED IN THESE DIAGRAMS.
2. MANHOLE 5: INPUT FROM AIRFIELD VAULT COMES IN FROM THE TOP LEFT SET OF OPENINGS, AND LEAVES FOR MH 4 IN THE BOTTOM RIGHT.

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HLCA AIRFIELD CABLING BUTTERFLY DIAGRAMS

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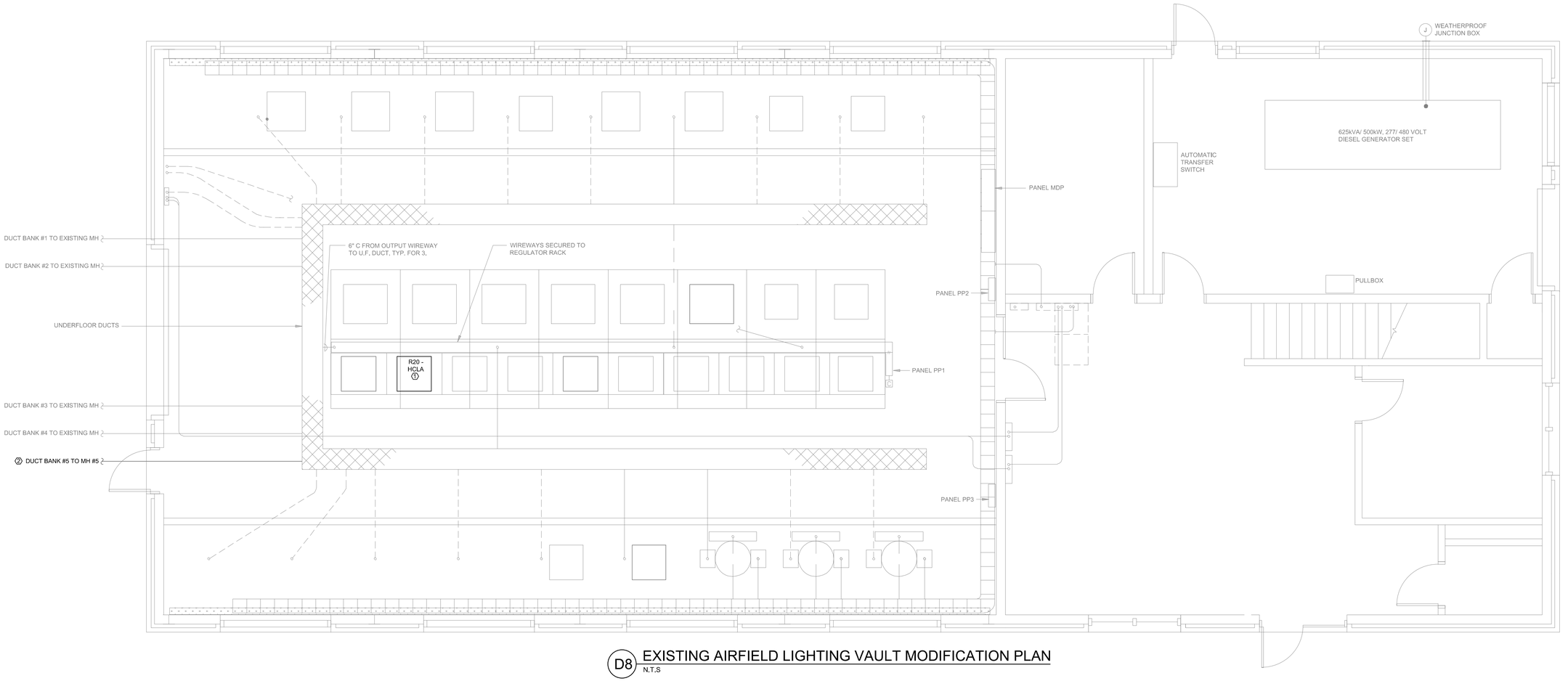

D8 EXISTING AIRFIELD LIGHTING VAULT MODIFICATION PLAN
N.T.S

SHEET KEYED NOTES:

1. EXISTING HOT CARGO LOADING APRON REGULATOR. REGULATOR IS LOCATED ON THE TOP OF A STACK OF 2 REGULATORS.
2. CONTRACTOR TO PULL NEW #8, 5kV L-824 TYPE C AIRCRAFT LIGHTING CABLE FROM THE HOT CARGO LOADING APRON REGULATOR, THROUGH THE EXISTING MANHOLE SYSTEM, TO THE TAXIWAY EDGE LIGHTING. SEE ES100 SERIES SHEETS AND ES509 FOR ROUTING. APPROXIMATE DISTANCE IS 3,900 FEET.

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EXISTING AIRFIELD LIGHTING VAULT
MODIFICATION PLAN

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STRUCTURAL NOTES:

A. LIGHT POLE AIRCRAFT THRUST DESIGN LOADS (POLE TYPE #1):

1. AIRCRAFT THRUST VELOCITY — V = 255 mph
2. AIRCRAFT THRUST TEMPERATURE — T = AMBIENT TEMPERATURE

a. VELOCITY PRESSURE EXPOSURE COEFFICIENT (UNIFORM) — K_z = 1.00
b. DIRECTIONALITY FACTOR – LUMINAIRES — K_d = 0.85
c. DIRECTIONALITY FACTOR – POLE — K_d = 0.95
d. GUST EFFECT FACTOR — G = 1.14
e. AIRCRAFT THRUST DRAG COEFFICIENT – LUMINAIRES — C_D = 1.20
f. AIRCRAFT THRUST DRAG COEFFICIENT – POLE — C_D = 0.45

3. ASSUMED EFFECTIVE PROJECTED AREA – LUMINAIRES (TOTAL) — EPA = 41.3 ft²
4. ASSUMED EFFECTIVE PROJECTED AREA – POLE — EPA = 74.0 ft²
5. AIRCRAFT THRUST PRESSURE – LUMINAIRES — p = 193.56 psf
6. AIRCRAFT THRUST PRESSURE – POLE — p = 81.13 psf

B. LIGHT POLE AIRCRAFT THRUST DESIGN LOADS (POLE TYPE #2):

1. AIRCRAFT THRUST VELOCITY — V = 225 mph
2. AIRCRAFT THRUST TEMPERATURE — T = AMBIENT TEMPERATURE

a. VELOCITY PRESSURE EXPOSURE COEFFICIENT (UNIFORM) — K_z = 1.00
b. DIRECTIONALITY FACTOR – LUMINAIRES — K_d = 0.85
c. DIRECTIONALITY FACTOR – POLE — K_d = 0.95
d. GUST EFFECT FACTOR — G = 1.14
e. AIRCRAFT THRUST DRAG COEFFICIENT – LUMINAIRES — C_D = 1.20
f. AIRCRAFT THRUST DRAG COEFFICIENT – POLE — C_D = 0.45

3. ASSUMED EFFECTIVE PROJECTED AREA – LUMINAIRES (TOTAL) — EPA = 41.3 ft²
4. ASSUMED EFFECTIVE PROJECTED AREA – POLE — EPA = 100.0 ft²
5. AIRCRAFT THRUST PRESSURE – LUMINAIRES — p = 150.70 psf
6. AIRCRAFT THRUST PRESSURE – POLE — p = 63.16 psf

C. LIGHT POLE AIRCRAFT THRUST DESIGN LOADS (POLE TYPE #3):

1. AIRCRAFT THRUST VELOCITY — V = 195 mph
2. AIRCRAFT THRUST TEMPERATURE — T = AMBIENT TEMPERATURE

a. VELOCITY PRESSURE EXPOSURE COEFFICIENT (UNIFORM) — K_z = 1.00
b. DIRECTIONALITY FACTOR – LUMINAIRES — K_d = 0.85
c. DIRECTIONALITY FACTOR – POLE — K_d = 0.95
d. GUST EFFECT FACTOR — G = 1.14
e. AIRCRAFT THRUST DRAG COEFFICIENT – LUMINAIRES — C_D = 1.20
f. AIRCRAFT THRUST DRAG COEFFICIENT – POLE — C_D = 0.45

3. ASSUMED EFFECTIVE PROJECTED AREA – LUMINAIRES (TOTAL) — EPA = 41.3 ft²
4. ASSUMED EFFECTIVE PROJECTED AREA – POLE — EPA = 80.95 ft²
5. AIRCRAFT THRUST PRESSURE – LUMINAIRES — p = 113.19 psf
6. AIRCRAFT THRUST PRESSURE – POLE — p = 47.44 psf

D. LIGHTING PROTECTION POLE AIRCRAFT THRUST DESIGN LOADS:

1. AIRCRAFT THRUST VELOCITY — V = 195 mph
2. AIRCRAFT THRUST TEMPERATURE — T = AMBIENT TEMPERATURE

a. VELOCITY PRESSURE EXPOSURE COEFFICIENT (UNIFORM) — K_z = 1.00
c. DIRECTIONALITY FACTOR – POLE — K_d = 0.95
d. GUST EFFECT FACTOR — G = 1.14
f. AIRCRAFT THRUST DRAG COEFFICIENT – POLE — C_D = 0.45

3. ASSUMED EFFECTIVE PROJECTED AREA – POLE — EPA = 29.71 ft²
4. AIRCRAFT THRUST PRESSURE – POLE — p = 47.44 psf

E. LIGHT POLE DESIGN ASSUMPTIONS:

1. POLE TYPE #1 ASSUMED GEOMETRY: P1 FROM ELECTRICAL

a. HEIGHT — h = 55 ft
b. BASE DIAMETER — d = 20 in
c. TAPER — t = 0.14 in/ft
d. NUMBER OF LIGHT BRACKETS — n_b = 2
e. NUMBER OF LUMINAIRES PER BRACKETS — n_L = 5

2. POLE TYPE #2 ASSUMED GEOMETRY: P2 & P3 FROM ELECTRICAL

a. HEIGHT — h = 70 ft
b. BASE DIAMETER — d = 22 in
c. TAPER — t = 0.14 in/ft
d. NUMBER OF LIGHT BRACKETS — n_b = 2
e. NUMBER OF LUMINAIRES PER BRACKETS — n_L = 5

3. POLE TYPE #3 ASSUMED GEOMETRY: P4 FROM ELECTRICAL

a. HEIGHT — h = 60 ft
b. BASE DIAMETER — d = 20 in
c. TAPER — t = 0.14 in/ft
d. NUMBER OF LIGHT BRACKETS — n_b = 2
e. NUMBER OF LUMINAIRES PER BRACKETS — n_L = 5

4. LIGHTING PROTECTION ASSUMED GEOMETRY:

a. HEIGHT — h = 40 ft
b. BASE DIAMETER — d = 11.14 in
c. TAPER — t = 0.111375 in/ft

D. SOIL PARAMETERS FROM GEOTECHNICAL REPORT:

1. ALLOWABLE BEARING PRESSURE — q = 3,500 psf
2. ASSUMED UNIT WEIGHT — γ = 125 pcf
3. SHEAR STRENGTH — S_v = 0 psf
4. FRICTION ANGLE — PHI = 32°

E. MATERIAL NOTES:

1. ALL CAST–IN–PLACE CONCRETE SHALL BE NORMAL WEIGHT CONCRETE. EXTERIOR CONCRETE SHALL BE AIR–ENTRAINED.
2. GENERATOR PAD SHALL HAVE A MINIMUM 28–DAY COMPRESSIVE STRENGTH OF 4,500 psi. ALL OTHER CAST–IN–PLACE CONCRETE SHALL HAVE A MINIMUM 28–DAY COMPRESSIVE STRENGTH OF 4,000 psi.
3. ALL REINFORCING STEEL SHALL CONFORM TO ASTM A–615, GRADE 60.
4. SPLICING OF REINFORCEMENT FOR THE LIGHT POLE FOUNDATIONS SHALL NOT BE PERMITTED.
5. CLEAR COVER FOR REINFORCEMENT SHALL CONFORM TO THE FOLLOWING:
   a. CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH = 3"
   b. FORMED SURFACES OF CONCRETE EXPOSED TO EARTH OR WEATHER = 2"
6. THE MAXIMUM WATER–CEMENTITIOUS MATERIAL RATIO (w/c) IS 0.45.

GENERAL NOTES:

A. LIGHT POLE DESIGN REQUIREMENTS:

1. LIGHT POLES SHALL BE DESIGNED BY THE MANUFACTURER FOR LOADS DETERMINED IN ACCORDANCE WITH THE PROVISIONS OF THE AASHTO LRFD SPECIFICATION FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS – 2017, FOR THE FOLLOWING.
   a. RISK CATEGORY OF "HIGH", HAVING A RECURRENCE INTERVAL OF 1700 YEARS, AND A WIND SPEED OF 130 mph.
   b. WIND VELOCITY SHALL BE CONSIDERED, AS JET BLAST AIR SPEED, AND THE DISTRIBUTION OVER THE HEIGHT OF THE POLE SHALL BE CONSIDERED UNIFORM K_z = 1.0. SEE STRUCTURAL NOTES FOR VELOCITIES FOR EACH POLE.

B. PIPE GUARD:

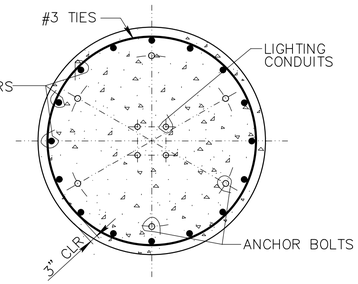
1. PIPE EMBEDDED IN CONCRETE SHALL NOT BE PAINTED.

C. GENERATOR PAD:

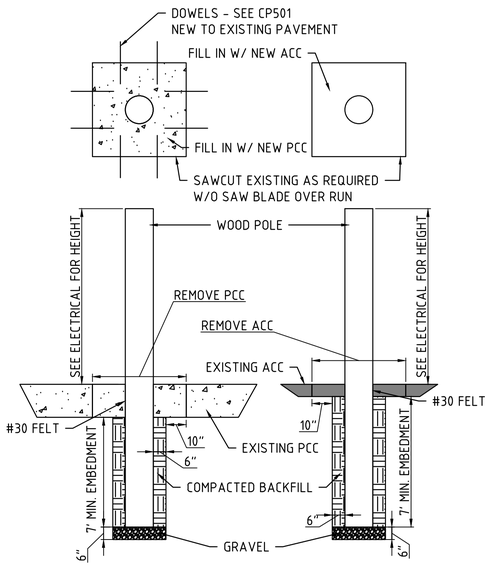
1. REINFORCEMENT SHALL BE EPOXY COATED.
2. EMBEDS AND ANCHORS SHALL BE HOT–DIP GALVANIZED.

D. LIGHTING PROTECTION POLE:

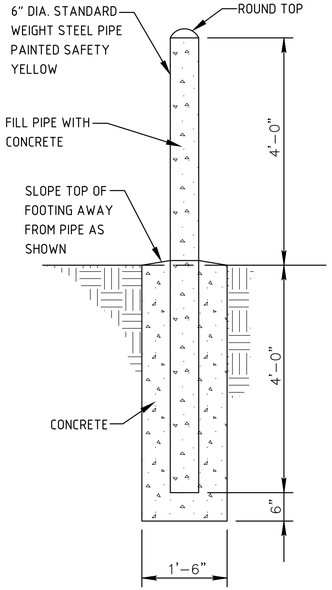
1. REMOVE EXISTING PCC AND ACC AS NECESSARY. THOROUGHLY TAMP POLE BACKFILL FOR FULL DEPTH OF THE HOLE.
2. SEE ELECTRICAL SHEETS FOR WOOD POLE HEIGHT, LOCATION, ATTACHMENTS, AND CLASS. SELECT MATERIAL OF WOOD CONFORMING TO ANSI 05.1–22.



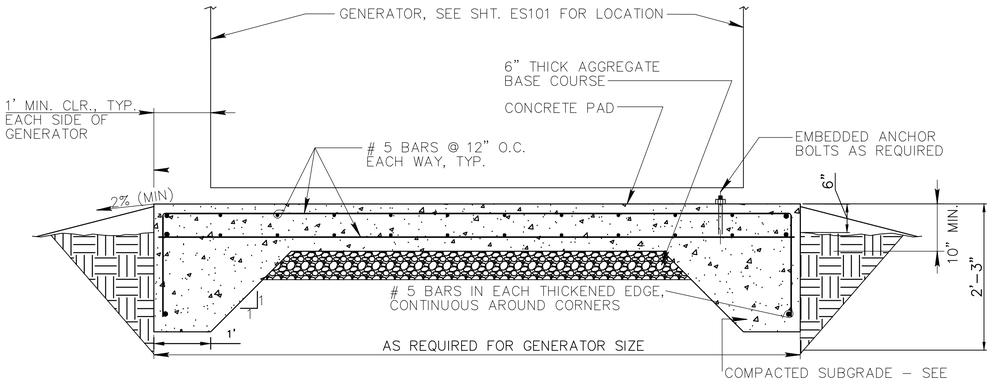
SECTION 1
SCALE: 3/4" = 1'–0"



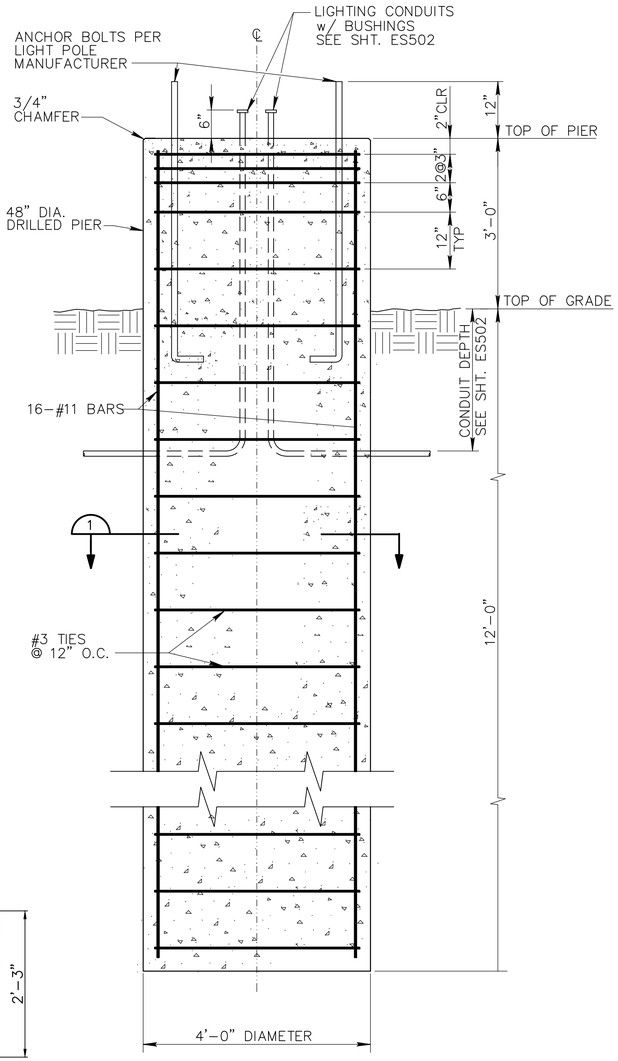
LIGHTNING PROTECTION POLE FOUNDATION SECTION
SCALE: N.T.S.



PIPE GUARD DETAIL
SCALE: N.T.S.



GENERATOR PAD SECTION
SCALE: 3/4" = 1'–0"



LIGHT POLE FOUNDATION SECTION
SCALE: 3/4" = 1'–0"

US Army Corps of Engineers®

MARK	DESCRIPTION	DATE

DESIGNED BY: T. BROWN
DRAWN BY: T. BROWN
CHECKED BY: D. MEIER
SUBMITTED BY: M. DAVENPORT
ANSI D
ISSUE DATE: MAY 2026
SOLICITATION NO.: W912DS26BA020
CONTRACT NO.: +XXXXXX-XX-X-XXXX
SPEC CODE: NJ05
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JOINT BASE - MCGUIRE-DIX-LAKEHURST
REPAIR MCGUIRE AIRFIELD HAZARDOUS CARGO LOADING AREA - PN: PTPL141025

STRUCTURAL DETAILS

SHEET ID
SS501

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