

AIRFIELD COORDINATION NOTES:

- CONTRACTOR TO SUBMIT FAA FORM 7460 FORMS TO FAA FOR APPROVAL WHICH IS ABOUT 60 DAY APPROVAL DURATION. FAA 7460 FORMS TO INCLUDE LATITUDE/LONGITUDE COORDINATES FOR THE BOUNDARIES OF THE PROJECT SITE AND KEY SITE ELEMENTS. DOCUMENTATION TO INCLUDE ALL TEMPORARY CONSTRUCTION EQUIPMENT, STAGING/STOCKPILING, BATCH PLANT, LOCATION/EQUIPMENT INFORMATION, AND PROJECT LIMITS OF DISTURBANCE. CONTRACTOR TO PROVIDE APPROVED FAA FORMS TO 316TH CES. CONTRACTOR TO PROVIDE PHASING PLANS WITH THIS INFORMATION TO 316TH CES FOR REVIEW AND TO ALLOW 60 DAYS FOR APPROVAL PRIOR TO START OF CONSTRUCTION. THE 316TH CES WILL PROVIDE TEMPORARY AIRFIELD CONSTRUCTION WAIVER (TACW) FORMS. CONTRACTOR TO SUBMIT 7460-2 FOR APPROVED AT COMPLETION OF CONSTRUCTION.
- CONTRACTOR MUST COMPLY WITH ALL REQUIREMENTS INDICATED IN FEDERAL AVIATION ADMINISTRATION (FAA) ADVISORY CIRCULAR (AC) 150/5370-2F, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION (CURRENT EDITION).
- CONTRACTOR MUST NOT ACCESS THE AIRCRAFT OPERATIONS AREA WITHOUT CLEARANCE FROM AIRFIELD MANAGEMENT AND THE CONTRACTING OFFICER, AND MUST CONDUCT WORK IN SUCH A MANNER TO ENSURE A MINIMUM HINDRANCE TO AVIATION OPERATIONS. CONTRACTOR MUST PROVIDE A MINIMUM NOTICE OF 60 DAYS TO AIRFIELD MANAGEMENT FOR ACCESS TO AN AIRCRAFT OPERATIONS AREA. PEDESTRIAN TRAFFIC AND PRIVATELY OWNED VEHICLES MUST NOT BE ALLOWED IN THE AIRCRAFT OPERATIONS AREA OR WORK AREA. CONSTRUCTION ACTIVITY AFFECTING AIRCRAFT MOVEMENT AREAS AND AIRFIELD SAFETY REQUIREMENTS MUST BE COORDINATED WITH 89th OPERATIONS SUPPORT SQUADRON AND THE CONTRACTING OFFICER. NO AIRCRAFT OPERATIONS AREA MUST BE CLOSED, TEMPORARY OBSTRUCTIONS ERRECTED OR ANY OTHER CONSTRUCTION ACTIVITY POTENTIALLY HAZARDOUS TO AIRCRAFT OPERATIONS TO TAKE PLACE WITHOUT A MINIMUM 60 DAY NOTICE, COORDINATION WITH AND APPROVAL FROM THE AIRFIELD MANAGER AND CONTRACTING OFFICER.
- VEHICLES AND EQUIPMENT MUST BE IDENTIFIED BY AN APPROPRIATELY SIZED FLASHING OR STEADY BURNING AMBER BEACON MOUNTED ON THE UPPER MOST PART OF THE VEHICLE OR EQUIPMENT SUCH THAT IT IS CONSPICUOUS FROM ANY DIRECTION INCLUDING FROM THE AIR.
- CONTRACTOR MUST PROVIDE A MINIMUM NOTICE OF 60 DAYS TO THE CONTRACTING OFFICER AND AIRFIELD MANAGER REGARDING THE NEED FOR ISSUE OF NOTICES TO AIRMEN (NOTAM) TO APPRAISE THE FLYING COMMUNITY OF ALL AIRFIELD/AIRSPACE CLOSURES AND/OR RESTRICTIONS AND ANY POTENTIALLY HAZARDOUS CONDITIONS FOR AIRCRAFT OPERATIONS DUE TO CONTRACTOR ACTIVITIES. NOTAMS MUST BE ISSUED IN ACCORDANCE WITH AC 150/5370-2F OPERATIONS SAFETY ON AIRPORTS DURING CONSTRUCTION, AND AC 150/5200-28D NOTICED TO AIRMEN FOR AIRCRAFT OPERATORS. CONTRACTOR MUST NOT COMMENCE WORK ACTIVITIES ON AIRFIELD AREAS UNTIL CONFIRMATION THAT APPROPRIATE NOTAMS HAVE BEEN ISSUED AND APPROVAL FROM THE AIRFIELD MANAGER.
- CONTRACTOR MUST PROTECT FROM DAMAGE ALL NAVIGATIONAL AID (NAVAID) EQUIPMENT AND ALL ASSOCIATED STRUCTURES AND UTILITIES. CONTRACTOR MUST IMMEDIATELY NOTIFY THE CONTRACTING OFFICER IF CONSTRUCTION ACTIVITY DISRUPTS NAVAID EQUIPMENT. THE CONTRACTOR MUST REPAIR AND/OR REPLACE ANY DAMAGED NAVAID EQUIPMENT WITH QUALIFIED TRADESMEN TO THE SATISFACTION OF THE CONTRACTING OFFICER AND AT NO ADDITIONAL COST TO THE GOVERNMENT.
- AIRFIELD CLEARANCE AREAS MUST BE MARKED IN THE FIELD BY THE CONTRACTOR, WITH APPROVAL FROM THE CONTRACTING OFFICER AND AIRFIELD MANAGER, TO SERVE AS AN AID TO KEEP EQUIPMENT AND PERSONNEL FROM INADVERTENTLY ENTERING THESE AREAS. CONTRACTOR MUST REFER TO DRAWING GI-102 AND UFC 3-260-01 AND AFI 32-1042.
- DEBRIS, WASTE, AND LOOSE MATERIALS CAPABLE OF CAUSING DAMAGE TO AIRCRAFT MUST NOT BE LEFT WITHIN ACTIVE AIRCRAFT OPERATION AREAS. CONTRACTOR IS REQUIRED TO IMMEDIATELY CLEAN ANY DEBRIS CARRIED ONTO AIRFIELD FROM CONTRACTOR'S EQUIPMENT OR OPERATIONS TO PREVENT FOREIGN OBJECT DAMAGE (FOD). MATERIAL DROPPED WITHIN THESE AREAS MUST BE CONTINUOUSLY REMOVED BY APPROVED METHODS DURING WORKING HOURS. STOCKPILED MATERIAL MUST BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT PROP WASH OR JET BLAST. CONTRACTOR MUST HAVE A FULLY OPERATIONAL SWEEPER/VACUUM TRUCK ON SITE AT ALL TIMES (WITH ADDITIONAL ON-SITE BACK-UP VEHICLE) TO CLEAN ADJACENT AIRFIELD PAVEMENTS ON A DAILY BASIS AND AS REQUIRED BY AIRFIELD MANAGEMENT. A SECOND TRUCK MUST BE USED ON BASE ROADS USED AS THE HAUL ROUTE.
- ANY DAMAGE TO EXISTING AIRFIELD LIGHTING, AIRCRAFT NAVIGATIONAL AIDS (NAVAIDS), OR AIRFIELD PAVEMENTS-TO-REMAIN DUE TO CONSTRUCTION MUST BE COMMUNICATED TO THE CONTRACTING OFFICER AND AIRFIELD MANAGER AND MUST BE REPAIRED OR REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE CONTRACTING OFFICER AT NO ADDITIONAL COST TO THE GOVERNMENT.
- CONTRACTOR MUST HAVE ON SITE AT ALL TIMES, TWO PEOPLE CAPABLE OF OPERATING A RADIO AND CAPABLE OF FLUENTLY SPEAKING AND COMPREHENDING THE ENGLISH LANGUAGE TO COMMUNICATE WITH THE CONTROL TOWER AND AIRFIELD MANAGEMENT. THIS PERSON MUST CONTINUALLY MONITOR THE RADIO FOR NOTIFICATION OF AIRCRAFT EMERGENCIES, ADVERSE WEATHER CONDITIONS, OR OTHER SITUATIONS THAT MAY REQUIRE THE CONTRACTOR TO TEMPORARILY STOP WORK. THIS PERSON MAY PERFORM OTHER DUTIES; HOWEVER, THOSE DUTIES MUST OCCUR IN AN AREA WHERE NOISE WILL NOT PREVENT OR HINDER RADIO COMMUNICATION. WHILE ONE PERSON MUST BE MONITORING THE RADIO AT ALL TIMES, A SECOND PERSON CAPABLE OF HANDLING THIS DUTY MUST BE AVAILABLE AT ALL TIMES AS BACKUP. CONTRACTOR TO PROVIDE AIRFIELD RADIOS AND COORDINATE WITH CONTRACTING OFFICER FOR DAILY USE.
- CONTRACTOR MUST MAINTAIN SECURITY CONTROL AT THE AIRFIELD ACCESS GATES AND CONTRACTOR STAGING AREA AT ALL TIMES. GATES MUST BE CLOSED AND LOCKED AT ALL TIMES WHEN NO CONSTRUCTION ACTIVITIES ARE OCCURRING. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING SECURITY WITHIN THEIR RESPECTIVE CONSTRUCTION AREA AT ALL TIMES. CONTRACTOR MUST DAISY CHAIN

THEIR OWN LOCK WITH JBA AIRFIELD MANAGEMENT PAD LOCK PRIOR TO CONSTRUCTION.

- DAMAGE TO THE HAUL ROUTE FROM HAULING OPERATIONS WILL REQUIRE REPAIRS PRIOR TO PROJECT COMPLETION TO RESTORE THE ROUTE TO EXISTING OR BETTER CONDITION. THE CONTRACTOR MUST TAKE REASONABLE PRECAUTIONS DURING HAULING OPERATIONS TO PREVENT DAMAGE TO THE HAUL ROUTES. MAINTAIN THE ROUTES DURING THE PROJECT AND KEEP IT IN PROPER FUNCTIONING ORDER, FREE OF POTHoles, RUTS, AND OTHER SIMILAR PAVEMENT DAMAGE. ALL DAMAGES WILL BE REPAIRED IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATIONS.

TEMPORARY CONSTRUCTION CRANE AND STOCKPILE HEIGHT:

- TEMPORARY OBSTRUCTIONS, SUCH AS CRANES, MUST BE MARKED AND LIGHTED IN ACCORDANCE WITH FAA AC 70/7460. ALL HAZARDOUS AREAS (SUCH AS EXCAVATIONS OR STOCKPILED MATERIALS) ON THE AIRFIELD MUST BE DELINEATED WITH LIGHTED BARRICADES ON ALL EXPOSED (VISIBLE OR ACCESSIBLE) SIDES. CONTRACTOR MUST PROVIDE ALL NECESSARY INFORMATION TO THE 316th CES OFFICE AND COR FOR CONSTRUCTION CRANES, EQUIPMENT, AND RELATED EQUIPMENT, AND RELATED ACTIVITIES. ALL FORMS MUST BE APPROVED PRIOR TO USING OR BRINGING EQUIPMENT ON SITE.
- THE MAXIMUM ALLOWABLE HEIGHT OF CONSTRUCTION EQUIPMENT OPERATING IN AN AIRCRAFT OPERATIONS AREA IS GOVERNED BY FAA AC 150/5370-2F AND AC 150/5300-13A (CURRENT EDITIONS). TEMPORARY OBSTRUCTIONS, SUCH AS CRANES AND EQUIPMENT MORE THAN 150'-0" IN HEIGHT REQUIRE ADDITIONAL LOCAL APPROVAL AS WELL AS FAA 7460 APPROVAL. COORDINATE WITH JBA 316th CES OFFICE FOR LOCAL OBSTRUCTION APPROVAL. WHEN EQUIPMENT IS EXPECTED TO PENETRATE THE AIRFIELD APPROACH SURFACES OR WHEN CRANES WILL BE USED ON-SITE, CONTRACTOR MUST PROVIDE A MINIMUM NOTICE OF 60 DAYS TO THE CONTRACTING OFFICER AND 89th OPERATIONS SUPPORT SQUADRON PRIOR TO THE START OF CONSTRUCTION. PERMISSION TO USE CRANES MUST BE ISSUED BY 89th OPERATIONS SUPPORT SQUADRON AND THE CONTRACTING OFFICER AFTER APPROVAL BY THE FAA.
- OBSTRUCTION LIGHT FIXTURES MUST BE AVIATION RED INCANDESCENT STEADY BURNING FAA AC 150/5345-43, TYPE L-810. AIR FORCE POLICY DOES NOT ALLOW USE OF LED FIXTURES FOR OBSTRUCTION LIGHTING. PROVIDE ONE OBSTRUCTION LIGHT FIXTURE ON THE BATCH PLANT, STAGING AREA, OR CONSTRUCTION ZONE WITH ANY ELEMENT OVER 25 FEET ABOVE GRADE LEVEL (AGL).
- WHEN NOT IN OPERATION, ALL EQUIPMENT AND CRANES MUST HAVE BOOMS OR ARMS LOWERED TO THEIR LOWEST ELEVATION.
- CONTRACTOR MUST NOT STOCKPILE CONSTRUCTION MATERIALS, SPOILS, OR DEBRIS IN ANY AREA WHERE SUCH STOCKPILES WOULD PENETRATE AVIATION SURFACES. A 360 DEGREE RED OBSTRUCTION LIGHT MUST BE PLACED AT THE HIGHEST POINT OF THE STOCKPILE. STOCKPILE HEIGHTS LIMITED TO 25 FEET ANYWHERE ON THE PROJECT SITE. STOCKPILING OF MATERIAL WITHIN THE AIRFIELD SAFETY AREAS IS PROHIBITED.
- PRIOR TO STARTING WORK, SUBMIT STAGING/BATCH PLANT AREA SET UP PLANS (INCLUDING DIGGING AND ENVIRONMENTAL CONTROLS) AND REQUIRED INFORMATION AS PART OF THE FAA 7460 FORMS TO THE CONTRACTING OFFICER FOR REVIEW AND APPROVAL. DO NOT PLACE BATCH PLANT FOUNDATIONS IN THE VICINITY OF UNDERGROUND UTILITIES. INSTALL STORMWATER POLLUTION PREVENTION (SWPP) DEVICES AND STRIP TOPSOIL WITHIN THE STAGING AREA SITE. STOCKPILE AND/OR REMOVE EXCESS TOPSOIL FROM THE SITE AS REQUIRED. STRIP TOPSOIL IN BATCH PLANT AREA AND STOCKPILE AT PLANT LOCATION. PLACE MINIMUM 2 INCHES OF AASHTO #57 AGGREGATE AS A SURFACE TO SUPPORT VEHICLE MOVEMENTS AND SITE ACCESS DUE TO INCLEMENT WEATHER. AT THE COMPLETION OF THE PROJECT, REMOVE AGGREGATE, PLACE TOPSOIL, AND SEED ALL DISTURBED AREAS PRIOR TO PROJECT COMPLETION.
- CONTRACTOR MUST BE RESPONSIBLE FOR MAINTAINING CONSTANT COORDINATION BETWEEN ANY SUBCONTRACTORS AND THE CONTRACTING OFFICER. ALL CONSTRUCTION ACTIVITIES PLANNED BY THE CONTRACTOR MUST BE REVIEWED AND APPROVED BY THE CONTRACTING OFFICER.

AIRFIELD UTILITY STRUCTURE NOTES:

ALL BURIED UTILITY STRUCTURES (MANHOLES, HANDHOLES, DRAINAGE STRUCTURES, ETC.) CONSTRUCTED WITHIN RUNWAYS, TAXIWAYS, HELIPADS, APRONS, OVERRUNS OR SHOULDERS (PAVED OR UNPAVED) WILL, AT A MINIMUM, BE DESIGNED AS PROVIDED IN THE FOLLOWING PARAGRAPHS. REGARDLESS OF LOCATION ON THE AIRFIELD, THE TOP SURFACE OF FOUNDATIONS, MANHOLE COVERS, HANDHOLE COVERS, AND FRAMES WILL BE FLUSH WITH THE GRADE. MAINTENANCE ACTION IS REQUIRED IF THE DROP-OFF AT ANY EDGE OF THE STRUCTURE EXCEEDS 3 INCHES.

- LOAD BEARING PAVEMENTS AND PAVED SHOULDER AREAS.
 - FOR MANHOLE COVERS AND INLET GRATES AND FRAMES, DESIGN FOR A 100,000 LB WHEEL LOAD WITH 250 PSI TIRE PRESSURE. HIGHER TIRE PRESSURES SHOULD BE ASSUMED IF THE USING AIRCRAFT WILL HAVE TIRE PRESSURE GREATER THAN 250 PSI.

- FOR STRUCTURES WITH THEIR SHORTEST SPAN EQUAL TO OR LESS THAN 2 FEET, DESIGN BASED ON A SINGLE WHEEL LOAD OF 100,000 LB AT A CONTACT PRESSURE OF 250 PSI, OR A UNIFORM LIVE LOAD OVER THE ENTIRE STRUCTURE OF 250 PSI, OR A UNIFORM LIVE LOAD OVER THE ENTIRE STRUCTURE OF 250 PSI, WHICHEVER IS GREATER.
 - FOR STRUCTURES WITH THEIR SHORTEST SPAN GREATER THAN 2 FEET, DESIGN BASED ON THE MAXIMUM NUMBER OF WHEELS THAT CAN FIT ONTO THE SPAN, CONSIDERING THE MOST CRITICAL ASSIGNED AIRCRAFT OPERATING AT ITS MAXIMUM GROSS WEIGHT. IN NO CASE, HOWEVER, SHOULD THE DESIGN BE BASED ON COMPUTED STRESS CONDITIONS LESS THAN THOSE CREATED BY A WHEEL LOAD OF 100,000 LB AT A CONTACT PRESSURE OF 250 PSI.
- UNPAVED SHOULDER AREAS.
 - FOR MANHOLE COVERS AND INLET GRATES AND FRAMES, DESIGN FOR A 100,000 LB WHEEL LOAD WITH 250 PSI TIRE PRESSURE. HIGHER TIRE PRESSURES SHOULD BE ASSUMED IF THE USING AIRCRAFT WILL HAVE TIRE PRESSURE GREATER THAN 250 PSI.
 - FOR STRUCTURES WITH THEIR SHORTEST SPAN EQUAL TO OR LESS THAN 2 FEET, DESIGN BASED ON A SINGLE WHEEL LOAD OF 50,000 LB AT A CONTACT PRESSURE OF 250 PSI, OR A UNIFORM LIVE LOAD OVER THE ENTIRE STRUCTURE OF 250 PSI, WHICHEVER IS GREATER.
 - FOR THE STRUCTURES WITH THEIR SHORTEST SPAN GREETER THAN 2 FEET, DESIGN BASED ON THE MAXIMUM NUMBER OF WHEELS THAT CAN FIT ONTO THE SPAN, CONSIDERING THE MOST CRITICAL ASSIGNED AIRCRAFT OPERATING AT ITS MAXIMUM GROSS WEIGHT. IN NO CASE, HOWEVER, SHOULD THE DESIGN BE BASED ON A COMPUTED STRESS CONDITIONS LESS THAN THOSE CREATED BY A WHEEL LOAD OF 50,000 LB AT A CONTACT PRESSURE OF 250 PSI.
 - OTHER AIRFIELD AREAS.
 - BEYOND THE PAVED OR UNPAVED SHOULDER AREAS OF RUNWAYS, TAXIWAYS, TOWWAYS, HELIPADS, APRONS OR OVERRUNS, UNDERGROUND STRUCTURES ARE NOT DESIGNED TO SUPPORT AIRCRAFT WHEEL LOADS; HOWEVER, THEY WILL BE DESIGNED TO SUPPORT STANDARD TRUCK LOADS (AASHTO H20/HS20).

DIG PERMIT NOTES:

- KEEP MARKINGS UP TO DATE/MAINTAIN THEN RENEW EVERY 30 DAYS BY RECERTIFY THAT MARKINGS ARE MAINTAINED WITH BASE CE OFFICE.
- DIG PERMIT FOR CONSTRUCTION PHASES 1, 2, AND 3 MAY BE OBTAINED AS ONE PERMIT. DIG PERMIT FOR CONSTRUCTION PHASE 4 MUST BE OBTAINED SEPARATELY.

WATER AND SEWER NOTES

- THE PRIME CONSTRUCTION CONTRACTOR IS TO ENTER INTO A CONTRACT WITH THE SYSTEM OWNER (SO) FOR THE SO TO INSTALL AND "TAP IN" THE NEW UTILITY INFRASTRUCTURE FROM THE NEW FACILITY POINT OF DEMARCATION (POD OR FIVE FEET FROM THE BUILDING TO THE EXISTING WATER MAIN.) TO THE SO'S UTILITY SYSTEM. THE PRIME CONSTRUCTION CONTRACTOR PAYS DIRECTLY TO THE SO. A "CONNECTION CHARGE AGREEMENT" NEEDS TO BE SIGNED BETWEEN THE PRIME CONSTRUCTION CONTRACTOR AND THE SO. THE SO WILL NOT BE A CONSTRUCTION SUB-CONTRACTOR, AND IS TO GIVE THE SO 60 BUSINESS DAYS FOR A FINAL SIGNED CONNECTION CHARGE AGREEMENT.
- ANY CONNECTION TO EXISTING WATER AND/OR SEWER SYSTEM SHALL BE CONTRACTED BY TERRAPIN UTILITY SERVICES, INC.(TUSI) ONLY. CONTRACTOR TO ENGAGE TUSI FOR THIS WORK.
- ALL WATER AND SEWER PIPING WORK OUTSIDE AND WITHIN TUSI'S POD SHALL MEET TUSI'S STANDARD SPECIFICATIONS AND DETAILS, BOTH ABOVE AND BELOW GRADE INSTALLATIONS.
- ALL WATER AND SEWER PIPING WORK OUTSIDE AND WITHIN TUSI'S POD IS REQUIRED TO BE INSPECTED BY TUSI.
- THE WATER DISTRIBUTION AND WASTEWATER COLLECTION SYSTEMS AT JOINT BASE ANDREWS, MARYLAND HAS BEEN SOLD TO TERRAPIN UTILITY SERVICES, INC. (TUSI). NOW THE SYSTEM OWNER (SO). THE SO IS THE SOLE PROVIDER OF THESE UTILITY SERVICES TO THE INSTALLATION AND SHOULD BE VIEWED JUST LIKE ANY OTHER LOCAL UTILITY.
- NEWLY INSTALLED SYSTEM INFRASTRUCTURE AND MODIFICATIONS OF OR CONNECTIONS TO EXISTING SYSTEM INFRASTRUCTURE IDENTIFIED IN THE SPECIFICATIONS AND DRAWINGS MUST BE COORDINATED WITH THE SO PRIOR TO THE CONSTRUCTION/CONTRACT START DATE. THE SO MUST BE INTEGRATED INTO THE DESIGN, INSPECTION, CONSTRUCTION, TIE-IN TO EXISTING UTILITIES, AND CONVEYANCE OF ANY EXTERIOR UTILITIES AND MUST REVIEW AND APPROVE SUBMITTALS FOR ANY CONSTRUCTION THAT WILL REQUIRE AN UPGRADE, CONNECTION OR DISCONNECTION TO THE SYSTEM. THE PROCESS FOR CONNECTION FACILITIES IS TO REQUEST THAT THE UTILITY OWNER INSTALL THE REQUIRED CONNECTING FACILITIES, UP TO A POINT OF DEMARCATION TO BE IDENTIFIED BY THE GOVERNMENT. TUSI WILL PROVIDE A COST TO PERFORM THE WATER AND SEWER WORK TO THE PRIME CONTRACTOR FOR ALL THE WATER AND SEWER IMPROVEMENTS.
- ALL WORK ON THE SYSTEM OR FACILITIES EXPECTED TO CONNECT TO THE SYSTEM SHALL COMPLY WITH THE UTILITY OWNER'S SPECIFICATIONS AND CONSTRUCTION STANDARS. IN NO EVENT SHALL CONTRACTOR CUT, CAPP, CONNECT TO, OR OTHERWISE TOUCH THE UTILITY OWNERS'S INFRASTRUCTURE.

ASUS/TUSI POINT OF CONTACT

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DATE	04/15/2023	
DATE	07/26/2022	
SYMBOL	AMENDMENT 0005	
DESCRIPTION	ISSUE FOR CONSTRUCTION	
		
		
		
JOINT VENTURE		
APPROVED	AE RFP	
FOR COMMANDER NAVFAC		
ACTIVITY		
SUBFACTORY TO	DATE	
DES	DRW	CHK
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BRANCH MANAGER		
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FIRE PROTECTION		
DEPARTMENT OF THE NAVY NAVAL FACILITIES ENGINEERING COMMAND WASHINGTON DC JOINT BASE ANDREWS NAVAL AIR FACILITY CAMP SPRINGS, MD P-3002 RELOCATE HAZARDOUS CARGO PAD AND EOD PROFICIENCY RANGE GENERAL CONSTRUCTION NOTES		
SCALE:	AS NOTED	
EPROJCT NO.:	1396650	
CONSTR. CONTR. NO.:	N40080-22-R-8580	
NAVFAC DRAWING NO.:	13140278	
SHEET	8 OF 229	
GC-005		
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