



UNDER SECRETARY OF DEFENSE
1100 DEFENSE PENTAGON
WASHINGTON, DC 20301-1100

COMPTROLLER

The Honorable John Culberson
Chairman
Subcommittee on Military Construction,
Veterans Affairs, and Related Agencies
Committee on Appropriations
U.S. House of Representatives
Washington, DC 20515

FEB 20 2013

Dear Mr. Chairman:

The purpose of this letter is to notify the committee of the proposed reprogramming of funds for the projects and amounts shown below. A detailed justification is enclosed.

<u>Service/Installation</u>	<u>Project</u>	<u>Program</u>	<u>Request (\$)</u>
<u>Navy</u> Camp Pendleton, California	Operations Access Points, Red Beach	2009	9,648,000

A similar letter is being sent to the Chairman of the Senate Subcommittee on Military Construction, Veterans Affairs, and Related Agencies. Additional details will be provided separately. Thank you for your continued support of DoD programs.

Sincerely,

Robert F. Hale

Enclosure:
As stated

cc:
The Honorable Sanford D. Bishop, Jr.
Ranking Member



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The Honorable Tim Johnson
Chairman
Subcommittee on Military Construction,
Veterans Affairs, and Related Agencies
Committee on Appropriations
United States Senate
Washington, DC 20510

FEB 20 2013

Dear Mr. Chairman:

The purpose of this letter is to notify the committee of the proposed reprogramming of funds for the project and amount shown below. A detailed justification is enclosed.

<u>Service/Installation</u>	<u>Project</u>	<u>Program</u>	<u>Request (\$)</u>
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cc:
The Honorable Mark Kirk
Ranking Member

Bid Expiration: 22 March 2013

Military Construction, Navy

Reprogramming Request

Installation: Marine Corps Base, Camp Pendleton, California

Project: Operations Access Points, Red Beach, (P-159)

Authorization: Duncan Hunter National Defense Authorization Act for Fiscal Year 2009 (P.L. 110-417), National Defense Authorization Act for Fiscal Year 2012 (P.L. 112-81)

Estimated Cost (\$000):

Previously Appropriated	11,970
Previously Reprogrammed	-
Requested Reprogramming	9,648
Total Estimated Cost	21,618

Description: This project will construct a two-lane vehicle access route between inland training areas and the “Red” amphibious landing beach suitable for large military vehicles such as the M1A1 tank and Armored Vehicle Launched Bridge. The inland training area road network is currently divided by a railroad underpass that is too small to permit passage of large military vehicles. Due to unforeseen site conditions, the original project design is infeasible and must be modified to include replacement of the existing railroad underpass.

Justification: The original project design called for a new “tunnel” (railroad underpass) and access road north of, and adjacent to, the existing railroad underpass. The project was dependent on the ability of the soil to support the existing underpass after the new tunnel was completed. Due to unforeseen site conditions discovered during the design phase, and upon review of those site conditions, and after meetings with federal and state highway and railroad officials, it was determined that the geotechnical conditions would not support the proposed design. To address this problem, it was determined that the existing underpass constructed of unreinforced concrete would have to be demolished and replaced with a wider underpass that would accommodate the required access road, an adjacent creek, and sloped embankments on both sides. The required change in design increases the project cost \$9,648,000 (82 percent) above the authorized project cost.

Items associated with the solution to the unforeseen site conditions that result in significant cost impacts are provided as follows:

- 1) Wider replacement underpass vice narrow original underpass (“Tunnel”) (Increase = \$2,310,000): The original underpass was designed to accommodate only the required

width of the access road. The replacement underpass must accommodate not only the access road, but also the adjacent creek, and the additional width for sloped embankments on each side (in lieu of retaining walls).

- 2) Additional Track Work (Increase = \$1,660,000): The construction of the replacement underpass modifies the alignment of the existing railway. Turnouts, track, and signaling are required for rail operations. These costs were unaccounted for in the original cost estimate.
- 3) Retaining walls (Increase = \$5,678,000): Retaining walls are required to the north and south of the bridge to enable the construction of the re-aligned track in accordance with federal and state rail safety codes.

Attempts to off-set the \$9,648,000 cost increase with additional scope reductions have been unsuccessful. Amphibious training operations are currently paused while vehicles are transported around the road restriction. The resultant pause in the exercises creates a lack of training realism. Without this reprogramming for the increase in project costs, the Marine Expeditionary Unit/Expeditionary Strike Group training exercises will be degraded and may result in difficulties by forces to accomplish the mission.

The authorized scope of the project is not changed due to the change in design necessitated by the unforeseen site conditions. The purpose of the project is to solve the problem of large military vehicles being unable to cross the railroad line, as the existing underpass is too small to accommodate passage of the vehicles. The project requires a change in design because of unforeseen geotechnical site conditions that were identified after Congress authorized the project. The modified design requires replacement of the railroad underpass with one that permits passage of large military vehicles. The function and size of the required access road remains unchanged.

Source of Funds:

The following projects have been cited as a source of funds for this cost increase.

<u>Location & Project</u>	<u>Fiscal Year</u>	<u>Amount Appropriated (\$000)</u>	<u>Current Working Estimate (\$000)</u>	<u>Proposed Reprogramming (\$000)</u>
NS Norfolk, Pier 1 Upgrades to Berth USNS Comfort (P-862)	2011	9,810*	3,659	3,000
MCAS Miramar Hangar 4 (P-185)	2011	32,868*	27,121	2,500

<u>Location & Project</u>	<u>Fiscal Year</u>	<u>Amount Appropriated (\$000)</u>	<u>Current Working Estimate (\$000)</u>	<u>Proposed Reprogramming (\$000)</u>
MCB Camp Lejeune Armory II MEF Wallace Creek (P-1323)	2011	12,006*	5,941	4,148
Total				9,648

*Includes 0.2% rescission in P.L. 112-10.