

1. Component DOD/DIA	FY 2011 MILITARY CONSTRUCTION PROJECT DATA		2. Date February 2010
3. Installation and Location Bolling Air Force Base Washington, DC		4. Project Title Replace Parking Structure, Phase 1	
5. Program Element	6. Category Code 852	7. Project Number DIA11-002	8. Project Cost (\$000) \$3,000

9. COST ESTIMATES

Item	U/M	Quantity	Unit Cost	Cost (\$000)
REPLACE PARKING STRUCTURE, PHASE 1				
PRIMARY FACILITIES				1,935
Permeable Paving System	SM(SF)	11,921 (128,320)	152.25 (14.14)	(1,815)
SDD and EPAct05	LS	--	--	(60)
Antiterrorism Measures	LS	--	--	(60)
SUPPORTING FACILITIES				684
Lighting and Electric Service	LS	--	--	(134)
Concrete Curbs	M (FT)	613 (2,010)	42.41 (12.94)	(26)
Concrete Walks	SM (SF)	543 (5,850)	42.36 (3.93)	(23)
Site Work and Improvements	LS	--	--	(289)
Environmental Protection	LS	--	--	(212)
SUBTOTAL				2,619
CONTINGENCY (5%)				<u>131</u>
TOTAL CONTRACT COST				2,750
SUPERVISION, INSPECTION & OVERHEAD (SIOH) (5.7%)				157
DESIGN/BUILD – DESIGN COST (4%)				110
TOTAL REQUEST				<u>3,017</u>
TOTAL REQUEST (ROUNDED)				3,000
INSTALLED EQUIPMENT – OTHER APPROPRIATIONS				(0)

10. Description of Proposed Construction: Phase 1 of this project installs a flexible, porous paving system atop an existing 388-space, 11,921 SM (128,320 SF) off-campus, overflow gravel parking lot serving the Defense Intelligence Analysis Center (DIAC). The permeable paving system includes a sandy gravel base course, flexible ring and grid structure, and angular gravel fill. Project also provides parking lot lighting, concrete curbing, concrete wheel stops, concrete sidewalks and signage. Supporting work includes environmental protection, site preparation, site improvements and landscaping. Upon completion of Phase 1, the porous paving lot will provide a serviceable location to accommodate displaced vehicles from substantial parking losses during the replacement of the DIAC parking structure in Phase 2.

11. REQUIREMENT: 11,921 SM (128,320 SF) ADEQUATE: -0- SUBSTANDARD: 11,921 SM (128,320 SF)

PROJECT: Install flexible, porous paving system over 11,921 SM (128,320 SF) gravel parking lot (Phase 1). Replace 934-space, 32,050 SM (345,000 SF) parking garage at the DIAC and demo existing (Phase 2).

REQUIREMENT: This project is required due to advanced deterioration of the existing parking garage and the extensive maintenance necessary to sustain it. A February 2007 NAVFAC Facility Study identified significant deficiencies with the structural integrity of the garage, including advanced corrosion of girders, metal decking and connections caused by water infiltration and poor drainage. In addition, safety issues and code violations including standing water in stairwells and on walking surfaces, insufficient interior lighting, out of tolerance riser heights, and irregular stair dimensions were also noted. Options to extend the service life of the existing garage for 20 and 40 years require investment strategies \$3M to \$5M greater than the cost of replacement. These alternatives were considered but rejected based on economic net present value comparisons. Paving the existing overflow gravel lot is required to provide a safe, low-maintenance site for 350 vehicles displaced by the loss of the north and north-east parking lots during Phase 2 construction.

CURRENT SITUATION: Short-term parking garage repairs including concrete patching, sealant replacement, steel refinishing, drainage cleaning, expansion joint replacement and stairwell roof resealing must be continuously performed to maintain safe and efficient operation. Lighting fixture replacements remain ineffective in providing sufficient interior lighting. Height clearances on the first and second levels are below minimum requirements, limiting vehicular access. In addition, the parking garage does not

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<p>10. Description (Continued) Phase 2 constructs a 950-space, 32,515 SM (350,000 SF) multi-level parking structure on the north and north-east parking lots of the DIAC campus to replace an aged 934-space, 32,050 SM (345,000 SF) 3-story parking garage. Building components include a reinforced concrete superstructure and exterior finishes compatible with the architectural character of the DIAC. Layout accommodates vehicular, motorcycle and bicycle parking. Project also provides elevators, lighting, access ramps, stairwells, striping and signage. Supporting work includes site preparation, utility relocation, roadway reconfiguration, electrical utilities, drainage systems, site improvements and landscaping. Phase 2 also constructs a sheltered walkway between the parking structure and existing J-Link to provide access to the DIAC north entrance. Project includes demolition of the existing parking garage and site restoration upon completion of the new parking structure.</p> <p>Continuity of mission will require new construction prior to demolition. Construction will include provisions for security requirements throughout. Anti-terrorism/Force Protection measures per the requirements of UFC 4-010-01, DoD Minimum Antiterrorism Standards for Buildings are included. Seismic requirements per UFC 3-310-04, Seismic Design for Buildings will be applied. Sustainable principles will be integrated into the design, development and construction of the project in accordance with Executive Order 13123 and other applicable laws. United States Access Board, Americans with Disabilities Act – American Barriers Act guidelines will be implemented in the design and construction.</p> <p>11. Requirement (Continued) CURRENT SITUATION (Continued): provide handicapped access to the elevated J-Link and north entrance into the DIAC from the first and second levels. The existing gravel lot serves as an overflow lot for the DIAC. Loose gravel becomes airborne and poses a safety hazard to pedestrians and vehicles. Loose gravel also creates an unstable walking surface, and requires frequent grading and replenishing. Snow plowing is difficult and visibility is limited as the gravel lot is not equipped with parking lot lighting. IMPACT IF NOT PROVIDED: If this project is not provided, the cost of operating and maintaining the parking garage will swell as a result of extending the use of existing infrastructure to maintain safe and efficient conditions. Without this project the DIA’s facility expenses will continue to grow, adversely impacting the DIA’s overall O&M budget to support mission critical requirements of providing timely military intelligence to warfighters, defense planners and defense and national security policymakers. The substantial maintenance and repair work required will continuously disrupt efficient parking garage operation and exacerbate parking shortfalls on the DIAC campus. If the new porous paving system is not provided, vehicles displaced to the gravel parking lot are subject to airborne rock fragments, while drivers must traverse irregular walking surfaces in an unlit parking area. Frequency of base course excavation, compaction, gravel replacement and concrete stop realignment would increase as well. ADDITIONAL: An economic analysis was performed. A parametric cost estimate has been developed.</p> <p>JOINT USE CERTIFICATION: The Chief, Office of Engineering and Logistics Services, Defense Intelligence Agency, certifies that this project has been considered for joint-use potential. Unilateral construction is recommended. The reason for this recommendation is mission requirements, operational considerations and location are incompatible with use by other components.</p> <p>John Davis Chief, Office of Engineering and Logistics Services Defense Intelligence Agency 202-231-2908</p>			

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12. Supplemental Data:

A. Estimated Design Data:

1. Status

- (a) Date Design Started:.....Nov 2009
- (b) Percent Completed as of 1 January 2010:.....10%
- (c) Date 35 Percent Expected to be Completed:.....Dec 2010
- (d) Date Design Will be Completed:.....Jun 2011
- (e) Parametric Cost Estimate Used to Develop Costs (Yes/No):.....Yes
- (f) Type of Design Contract:.....Design/Build
- (g) Energy Study/Life-Cycle analysis was/will be performed.....Yes

2. Basis

- (a) Standard or Definitive Design:.....Yes
- (b) Date Design was Most Recently Used:.....Aug 2009

3. Total Cost (c) = (a)+(b) or (d)+(e) (\$000)

- (a) Production of Plans and Specifications.....75
- (b) All Other Design Costs.....35
- (c) Total.....110
- (d) Contract.....110
- (e) In-House.....0

4. Contract Award.....Jun 2011

5. Construction Start.....Jul 2011

6. Construction Completion.....Dec 2011

B. Equipment associated with this project which will be provided from other appropriations:

EQUIPMENT NOMENCLATURE	APPROPRIATION SOURCE	BUDGET/ PROGRAM YEAR	COST (\$000)
NONE			

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