

Washington Headquarters Services
FY 2018 Military Construction, Defense-Wide
(\$ in Thousands)

<u>State/Installation/Project</u>	<u>Authorization Request</u>	<u>Approp. Request</u>	<u>New/ Current Mission</u>	<u>Page No.</u>
Virginia				
Pentagon				
Pentagon Corridor 8 Pedestrian Access Control Point	8,140	8,140	C	229
S.E. Safety Traffic and Parking Improvements	28,700	28,700	C	233
Security Updates	13,260	13,260	C	239
Total	50,100	50,100		

1. COMPONENT Washington Headquarters Services		FY 2018 MILITARY CONSTRUCTION PROGRAM					2. DATE May 2017				
3. INSTALLATION AND LOCATION Pentagon Reservation, Arlington VA				4. COMMAND OSD/DCMO/DAMWHS			5. AREA CONSTRUCTION COST INDEX 1.05				
6. PERSONNEL		(1) PERMANENT			(2) STUDENTS			(3) SUPPORTED			(4) TOTAL
		OFFICER	ENLISTED	CIVILIAN	OFFICER	ENLISTED	CIVILIAN	OFFICER	ENLISTED	CIVILIAN	
a. AS OF 30 Sep 2016											23,000
b. END FY 2021											23,000
7. INVENTORY DATA (\$000)											
a. TOTAL ACREAGE											
b. INVENTORY TOTAL AS OF 30 Sep 2014											
c. AUTHORIZATION NOT YET IN INVENTORY											
d. AUTHORIZATION REQUESTED IN THIS PROGRAM (1,000)											36,840
e. AUTHORIZATION INCLUDED IN FOLLOWING PROGRAM											
f. PLANNED IN NEXT THREE PROGRAM YEARS											0
g. REMAINING DEFICIENCY											0
h. GRAND TOTAL (1,000)											36,840
8. PROJECTS REQUESTED IN THIS PROGRAM											
a. CATEGORY			(3) SCOPE			b. COST (\$000)		DESIGN START		STATUS COMPLETE	
(1) CODE	(2) PROJECT TITLE										
14113	Pentagon Corridor 8 Pedestrian Access Control Point		2,801 SF			8,140		03/2016		10/2018	
85110	Southeast Safety Traffic and Parking Improvements		25,751 SY			28,700		11/2014		10/2018	
9. FUTURE PROJECTS											
INCLUDED IN THE FOLLOWING PROGRAM YEAR: N/A											
INCLUDED IN THE NEXT THREE PROGRAM YEARS: N/A											
10. MISSION OR MAJOR FUNCTIONS											
The Pentagon serves as the Nation's military command center providing critical command and control and support functions to the Department of Defense and its subordinate commands with 6.5 million square feet of office, support and quality of life space.											
11. OUTSTANDING POLLUTION AND SAFETY DEFICIENCIES											
											(\$000)
A. Air Pollution											0
B. Water Pollution											0
C. Occupational Safety and Health											0

1. COMPONENT WHS		FY 2018 MILITARY CONSTRUCTION PROJECT DATA			2. DATE MAY 2017	
3. INSTALLATION AND LOCATION Pentagon Arlington, VA			4. PROJECT TITLE Pentagon Corridor 8 Pedestrian Access Control Point			
5. PROGRAM ELEMENT		6. CATEGORY CODE 141 13	7. PROJECT NUMBER 87637		8. PROJECT COST (\$000) 8,140	
9. COST ESTIMATES						
ITEM		UM	QUANTITY	UNIT COST	COST(\$000)	
PRIMARY FACILITY					5,591	
14113 Pedestrian Access Control Point		SF	2,801	866.75	(2,428)	
85230 Pedestrian Bridge Structural Upgrade		LS	--	--	(1,941)	
Built-in Equipment		LS	--	--	(1,222)	
SUPPORTING FACILITIES					1,477	
Water, Sewer, Gas		LS	--	--	(95)	
Paving, Walks, Curbs And Gutters		LS	--	--	(47)	
Storm Drainage		LS	--	--	(99)	
Site Imp(1,057) Demo(96)		LS	--	--	(1,153)	
Antiterrorism Measures		LS	--	--	(34)	
Information Systems		LS	--	--	(49)	
ESTIMATED CONTRACT COST					7,068	
CONTINGENCY (5.00%)					353	
SUBTOTAL					7,421	
SUPERVISION, INSPECTION & OVERHEAD (5.70%)					423	
DESIGN/BUILD - DESIGN COST (4.0000%)					297	
TOTAL REQUEST (ROUNDED)					8,100	
TOTAL REQUEST					8,140	
EQUIPMENT FROM OTHER APPROPRIATIONS(NON ADD)					(1,023)	
10. Description of Proposed Construction						
<p>Construct a new pedestrian access control point (PACP) prior to entry into the Pentagon at Corridor 8 with precast concrete walls, metal roof, and pier foundation. The scope includes all required security equipment and systems; intrusion detection system, information system (IT/communications); safety and surveillance measures; screening and unauthorized visitor personnel and hazardous materials detection capabilities; systems commissioning; utility services; lighting, heating, ventilation and air conditioning in conformance with current criteria.</p> <p>Built-in equipment includes entry portals for access control.</p> <p>Pedestrian Bridge Structural Enhancements include beam retrofit and modification and pier foundation to accommodate facility load.</p> <p>This project will provide Anti-Terrorism/Force Protection (AT/FP) features and comply with AT/FP regulations, and physical security mitigation in accordance with DoD Minimum Anti-Terrorism Standards for Buildings. Department of Defense principles for</p>						

1. COMPONENT WHS	FY 2018 MILITARY CONSTRUCTION PROJECT DATA			2. DATE MAY 2017
3. INSTALLATION AND LOCATION Pentagon Arlington, VA		4. PROJECT TITLE Pentagon Corridor 8 Pedestrian Access Control Point		
5. PROGRAM ELEMENT	6. CATEGORY CODE 141 13	7. PROJECT NUMBER 87637	8. PROJECT COST (\$000) 8,140	
<p>10. Description of Proposed Construction (Continued)...</p> <p>high performance and sustainable building requirements will be included in the design and construction of the project in accordance with federal laws and Executive Orders. Low Impact Development will be included in the design and construction of this project as appropriate.</p> <p>Information systems include basic telephone, computer network, fiber optic, cable television, security and fire alarm systems and infrastructure.</p> <p>Supporting facilities include demolition of the existing temporary pedestrian access control point and guard post all electric, information systems/IT/communication, water, sewer utility services, storm drainage, concrete walkway, ramp, paving, curbs, gutters, exterior lighting, and landscaping.</p> <p>Facilities will be designed to meet or exceed the useful service life specified in DoD Unified Facility Criteria. Facilities will incorporate features that provide the lowest practical life cycle cost solutions satisfying the facility requirements with the goal of maximizing energy efficiency.</p>				
<p>11. REQ: 2,801 SF ADQT: NONE SUBSTD: NONE</p> <p>PROJECT: Construction of a new permanent pedestrian access control facility meeting current AT/FP requirements at the Pentagon Corridor 8 entrance.</p> <p>REQUIREMENT: This project is required to replace the existing temporary and inadequately sized and configured screening facility and security systems. The new facility will allow employees to process through access control via automated entry portals (as is the case at other Pentagon PACPs), without constant attention by the officers. All attending officers will be able to focus on the screening of visitors. This new facility will also allow the Pentagon Force Protection Agency (PFPA) the space to operate biometric and multi-authentication device access control for employees, and enhanced screening capabilities for visitors not currently available in the existing facility due to space constraints for visitors and screening equipment. This project is needed to complete integration with other new pedestrian access control points recently constructed and programmed for construction at the Pentagon in order to maximize operational and maintenance efficiency and cost effectiveness.</p> <p>CURRENT SITUATION: The existing pedestrian access control check point system is located at the entrance to Corridor 8 at the Pentagon and was installed as a temporary solution for increased security requirements post 9/11. The current facility does not comply with current security, life safety, AT/FP, HSPD-12, ISMP, UFCs, WHS Building Code and other</p>				

1. COMPONENT WHS	FY 2018 MILITARY CONSTRUCTION PROJECT DATA		2. DATE MAY 2017								
3. INSTALLATION AND LOCATION Pentagon Arlington, VA		4. PROJECT TITLE Pentagon Corridor 8 Pedestrian / Control Point									
5. PROGRAM ELEMENT	6. CATEGORY CODE 141 13	7. PROJECT NUMBER 87637	8. PROJECT COST (\$000) 8,140								
<p>CURRENT SITUATION: (Continued)...</p> <p>criteria as required for the safe, secure, and efficient processing of DoD pass holders and visitors. Furthermore, it does not provide optimal protection of the Pentagon tenants and attending police officers against unauthorized entry and threats due to its configuration on the Corridor 8 ramp. The existing temporary pedestrian access control check point does not physically restrict circulation around the side of the facility and requires a second forward deployed police booth to monitor the secure North Parking lot side. This design leads to inefficient use of manpower and a less secure ACP due to the fact that the current configuration does not fully barricade the ramp area. Additionally, the current temporary facility does not have the space to incorporate proven screening technologies, including biometric recognition systems planned to be implemented Pentagon-wide. This project is not sited in a 100-year flood plain.</p> <p>IMPACT IF NOT PROVIDED:</p> <p>If this project is not executed the deficient safety and the physical security design of the temporary facility will remain and continue to inefficiently utilize force protection resources to monitor and restrict access. The access control point would not be in compliance with current AT/FP, HSPD-12, ISMP, and other Federal, State and local codes and standards and regulations which have recently been and are being implemented at other access control points at the Pentagon.</p> <p>ADDITIONAL:</p> <p>Alternative methods of meeting this requirement have been explored during project development. This project is the only feasible option to meet the requirement. Mission requirements, operational considerations, and location are incompatible for joint use potential.</p> <p>12. SUPPLEMENTAL DATA:</p> <p>A. Estimated Design Data:</p> <p>(1) Status:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">(a) Design Start Date.....</td> <td style="text-align: right; border-bottom: 1px solid black;">MAR 2016</td> </tr> <tr> <td>(b) Percent Complete as of January 2017.</td> <td style="text-align: right; border-bottom: 1px solid black;">35</td> </tr> <tr> <td>(c) Design Complete Date.....</td> <td style="text-align: right; border-bottom: 1px solid black;">OCT 2018</td> </tr> </table> <p>(f) Type of Design Contract: Design-build</p> <p>(2) Basis:</p> <p>(a) Standard or Definitive Design: NO</p> <p>(3) Total Design Cost (c) = (a)+(b) OR (d)+(e): (\$000)</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">(a) Production of Plans and Specifications.....</td> <td style="text-align: right; border-bottom: 1px solid black;">0</td> </tr> </table>				(a) Design Start Date.....	MAR 2016	(b) Percent Complete as of January 2017.	35	(c) Design Complete Date.....	OCT 2018	(a) Production of Plans and Specifications.....	0
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(a) Production of Plans and Specifications.....	0										

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3. INSTALLATION AND LOCATION Pentagon Arlington, VA		4. PROJECT TITLE Pentagon Corridor 8 Pedestrian Access Control Point	
5. PROGRAM ELEMENT	6. CATEGORY CODE 141 13	7. PROJECT NUMBER 87637	8. PROJECT COST (\$000) 8,140
12. SUPPLEMENTAL DATA: (Continued)...			
A. Estimated Design Data:			
(b) All Other Design Costs.....			554
(c) Total Design Cost.....			554
(d) Contract.....			524
(e) In-house.....			30
(4) Contract Award.....			MAR 2018
(5) Construction Start.....			SEP 2018
(6) Construction Completion.....			MAR 2020
B. Equipment associated with this project which will be provided from other appropriations:			
Equipment Nomenclature	Procuring Appropriation	Fiscal Year Appropriated Or Requested	Cost (\$000)
Security Equipment	PRMRF	2019	1,023

1. COMPONENT WHS		FY 2018 MILITARY CONSTRUCTION PROJECT DATA			2. DATE MAY 2017	
3. INSTALLATION AND LOCATION Pentagon Arlington, VA			4. PROJECT TITLE Southeast Safety Traffic and Parking Improvements			
5. PROGRAM ELEMENT		6. CATEGORY CODE 851 10	7. PROJECT NUMBER 91474		8. PROJECT COST (\$000) 28,700	
9. COST ESTIMATES						
ITEM		UM	QUANTITY	UNIT COST	COST(\$000)	
PRIMARY FACILITY					7,862	
85110 Realignment of Eads Street		SY	11,330	441.29	(5,000)	
85110 South Rotary Road Improvements		SY	14,420	98.13	(1,415)	
14113 Traffic Control Post		SF	700	2067.33	(1,447)	
SUPPORTING FACILITIES					17,054	
Electric Service		LS	--	--	(2,057)	
Paving, Walks, Curbs And Gutters		LS	--	--	(3,171)	
Storm Drainage		LS	--	--	(1,178)	
Site Imp(6,960) Demo(2,555)		LS	--	--	(9,515)	
Other		LS	--	--	(1,133)	
ESTIMATED CONTRACT COST					24,916	
CONTINGENCY (5.00%)					1,246	
SUBTOTAL					26,162	
SUPERVISION, INSPECTION & OVERHEAD (5.70%)					1,491	
DESIGN/BUILD - DESIGN COST (4.0000%) TOTAL					1,046	
REQUEST (ROUNDED)					29,000	
TOTAL REQUEST					28,700	
EQUIPMENT FROM OTHER APPROPRIATIONS(NON ADD)					(300)	
10. Description of Proposed Construction						
<p>Realignment of Eads Street: Realign existing road, repave with reinforced concrete at the intersections with an asphalt connecting portion, and markings; installation of traffic signals and overhead lighting fixtures with electrical service; relocation of traffic signal at Eads Street and installation of traffic signals at Fern Street.</p> <p>Traffic Control Post (TCP) consists of: Pre-engineered booth with operational systems for traffic control infrastructure and associated electrical service. Information systems include basic telephone, computer network, fiber optic, and security infrastructure.</p> <p>South Rotary Road Improvements: Reconstruct South Rotary Road with reinforced concrete roadway and markings.</p> <p>Department of Defense principles for high performance and sustainable building requirements will be included in the design and construction of the project in accordance with federal laws and Executive Orders. Low Impact Development and</p>						

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<p>10. Description of Proposed Construction (Continued)...</p> <p>Chesapeake Bay Act pollutant reduction features will be included in the design and construction of this project as appropriate.</p> <p>Electrical Service: Electrical utilities include distribution systems, parking lot and roadway lighting, duct banks, and telecommunications infrastructure and other site utilities (above and below ground).</p> <p>Paving, Walks, Curbs and Gutters: Includes repaving of the parking area east of Eads Street and a portion of the lot west of Eads Street.</p> <p>Storm Drainage: Includes storm water lines.</p> <p>Site Improvements: Site preparation includes site clearing, excavation and preparation for construction. Constructs sidewalks, curbs, gutters, landscaping, signage, grading, exterior furnishings, guardrails, bike racks, passive and active vehicle barriers, and traffic control arms.</p> <p>This project will provide Anti-Terrorism/Force Protection (AT/FP) features and comply with AT/FP regulations, and physical security mitigation in accordance with DoD Minimum Anti-Terrorism Standards for Buildings.</p> <p>Demolition: Includes removal of existing roadway and parking surfaces, concrete curb and gutter, planters, light poles, bus shelters, manholes and storm drainage piping.</p> <p>Facilities will be designed to meet or exceed the useful service life specified in DoD Unified Facility Criteria. Facilities will incorporate features that provide the lowest practical life cycle cost solutions satisfying the facility requirements with the goal of maximizing energy efficiency.</p>			
<p>11. REQ: 25,750 SY ADQT: NONE SUBSTD: 25,750 SY</p> <p>PROJECT: This project will realign Eads Street and relocate a traffic signal, signalize Fern Street, improve pedestrian traffic flow, repave the southeast portion of parking area on the Reservation, reconstruct South Rotary Road with concrete, and construct a TCP for the dedicated bus lanes in the southeast area of the Reservation.</p> <p>REQUIREMENT: The Pentagon requires roads and parking areas in the southeast area that are safe, efficient, and secure. The southeast area is the primary gateway for the Pentagon's 23,000+ employees accessing the building via the Corridor 2 Entrance and Metro Entrances. The southeast area roadways and intersections carry 70+ Metro, local, and regional bus lines as well as 18 DoD shuttles serving the National Capital Region -</p>			

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<p>REQUIREMENT: (Continued)...</p> <p>all operating out of the Pentagon Transit Center (PTC). Eight informal rideshare routes pick-up and drop-off in the southeast area. Pentagon tours and the Pentagon Memorial also add to bus and pedestrian volumes throughout the area. Pentagon peak traffic periods are 6-9 AM and 3-6 PM with peak pedestrian traffic flows occurring along Fern Street (through both intersections at North and South Rotary Roads) and along South Rotary Road through the intersections at Connector Road and Eads Street. Corresponding vehicle volume coming into the southeast area at peak hours exceeds 1,600 cars and buses.</p> <p>This project leverages and is coordinated with adjacent improvements being made by the Virginia Department of Transportation (VDOT), authorized through a U.S. Department of Transportation grant that constructs High Occupancy Toll lanes on I-395, a dedicated bus loop serving the PTC that diverts bus traffic around Eads Street and timed traffic signals on Eads Street. It is estimated for completion in late 2018 and will increase regional traffic flow onto the Reservation.</p> <p>To improve safety and efficiency, the intersection at Connector Road and Eads Street is required to be realigned into a standard signalized 4-way intersection with North Rotary Road. This will eliminate the double intersection along North Rotary Road at Eads Street and Connector Road and will alleviate the major pedestrian/vehicle conflict points caused by this configuration. Additionally, sidewalks and crosswalks at intersections need to be widened and illuminated to provide safe pedestrian queuing and sufficient width for peak pedestrian volumes.</p> <p>Further, traffic signalization is required at the Fern Street intersections of North and South Rotary Roads, primarily to address heavy pedestrian volumes which far exceed federal thresholds for signalization of intersections. Installation of signals at the Fern Street intersections will allow for substantial improvements in the efficiency and safety of traffic and pedestrian flow along North and South Rotary Roads, and through the four adjoining intersections.</p> <p>Pavement on South Rotary Road and parking areas adjacent to Eads Street are also required to be reconstructed to support long term durability.</p> <p>A limited-use TCP is required to be installed along the VDOT constructed bus loop prior to entry into the PTC. The TCP is required to provide the ability to secure access to the PTC during a variety of threat or force protection conditions.</p> <p>CURRENT SITUATION:</p> <p>Regional traffic flow, safety, parking, and security in the Pentagon's southeast area and surrounding roadways has decreased over time due to the accommodation of ride share pickup points, multiple transit center configurations, and a general increase in adjacent off-Reservation traffic. The configuration of the Reservation roadways and surrounding areas leads to pedestrian and vehicular safety conflicts and inefficient</p>			

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CURRENT SITUATION: (Continued)...

traffic circulation in the southeast area of the Pentagon Reservation.

The two North Rotary Road intersections at Connector Road and Eads Street are only separated by 100 feet which is inefficient (the offset intersections require buses coming from Connector Road have to proceed back to Fern Street in order to double back down to Eads Street and the PTC). This causes congestion by not allowing for sufficient queuing of vehicles and pedestrians. Additionally, the double intersection causes pedestrian and vehicular conflict points, safety concerns, inefficient traffic delays and does not meet Federal Highway Administration standards. An existing conditions report showed that peak traffic delays cause these intersections to be rated at the lowest level of service. Currently there are no traffic signals, nor pedestrian countdown timers anywhere on the Reservation. As a result of the unregulated pedestrian flows through the intersections, drivers bypass congested areas by short-cutting through the parking rows. To attempt to mitigate the situation, police officers manually direct traffic from the centers of the intersections during AM and PM peaks. These twice daily work-arounds divert security staff from their core mission.

Further, the volume of heavy vehicles such as transit and tour buses that circulate around the Pentagon Reservation has increased as general traffic has increased on South Rotary Road. The roadway experiences asphalt rutting that is beginning to deform and degrade it, increasing the possibility of vehicle damage or unsafe driving conditions and requiring reconstruction with higher strength pavement.

The Pentagon currently has infrastructure along Eads Street to support traffic control for buses in higher force protection conditions or threat scenarios. However, this infrastructure will no longer be correctly positioned to control bus access to the PTC after the VDOT project completes the dedicated bus loop and buses no longer travel along Eads Street to reach the PTC.

This project is not sited in a 100-year flood plain.

IMPACT IF NOT PROVIDED:

The southeast area of the Reservation will continue to be an inefficient, and difficult to navigate, with inadequate pedestrian pathways, and intersections performing at degraded levels of service thereby delaying traffic. Unmetered high pedestrian flows will continue to cause unnecessary safety issues and delays. Transit buses coming over Connector Road will continue to be diverted north and then back around causing unnecessary additional vehicle movements through Fern Street intersections. The increasing daily population of the area has already shown to filter off the Reservation and clog up other roadways surrounding the Reservation and it will continue to do so in the absence of the proposed infrastructure improvements. The area will remain inadequate from a safety impacts perspective from the combination of transit buses and personal vehicles in a confined area. Failing to construct these

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<p>IMPACT IF NOT PROVIDED: (Continued)...</p> <p>improvements increases the likelihood of vehicle and pedestrian accidents from the commingling of pedestrians with commuter and personal vehicles and pedestrians. The requirement for police officers at the un-signalized intersections diverts resources away from core force protection tasks. Lack of signalization will require dedicated officers to conduct traffic control instead providing force protection. The VDOT provided dedicated bus loop will be operated without basic traffic control infrastructure failing to address long-standing bus traffic control concerns and reducing options to secure traffic coming into the PTC during certain threat situations.</p> <p>ADDITIONAL: Alternative methods of meeting this requirement have been explored during project development. This project is the only feasible option to meet the requirement. Mission requirements, operational considerations, and location are incompatible for joint use potential.</p> <p>12. SUPPLEMENTAL DATA:</p> <p>A. Estimated Design Data:</p> <table border="0" style="width: 100%;"> <tr> <td colspan="2">(1) Status:</td> <td></td> </tr> <tr> <td>(a) Design Start Date.....</td> <td></td> <td style="text-align: right;">NOV 2014</td> </tr> <tr> <td>(b) Design Complete Date.....</td> <td></td> <td style="text-align: right;">OCT 2018</td> </tr> <tr> <td>(c) Percent Complete as of January 2017.....</td> <td></td> <td style="text-align: right;">35</td> </tr> <tr> <td>(d) Type of Design Contract:</td> <td></td> <td style="text-align: right;">Design/Build</td> </tr> <tr> <td colspan="2">(2) Basis:</td> <td></td> </tr> <tr> <td>(a) Standard or Definitive Design: NO</td> <td></td> <td></td> </tr> <tr> <td colspan="2">(3) Total Design Cost (c) = (a)+(b) OR (d)+(e):</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>(a) Production of Plans and Specifications.....</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>(b) All Other Design Costs.....</td> <td></td> <td style="text-align: right;">683</td> </tr> <tr> <td>(c) Total Design Cost.....</td> <td></td> <td style="text-align: right;">683</td> </tr> <tr> <td>(d) Contract.....</td> <td></td> <td style="text-align: right;">683</td> </tr> <tr> <td>(e) In-house.....</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>(4) Contract Award.....</td> <td></td> <td style="text-align: right;">JUN 2018</td> </tr> <tr> <td>(5) Construction Start.....</td> <td></td> <td style="text-align: right;">DEC 2018</td> </tr> <tr> <td>(6) Construction Completion.....</td> <td></td> <td style="text-align: right;">JUN 2020</td> </tr> </table>				(1) Status:			(a) Design Start Date.....		NOV 2014	(b) Design Complete Date.....		OCT 2018	(c) Percent Complete as of January 2017.....		35	(d) Type of Design Contract:		Design/Build	(2) Basis:			(a) Standard or Definitive Design: NO			(3) Total Design Cost (c) = (a)+(b) OR (d)+(e):		(\$000)	(a) Production of Plans and Specifications.....		0	(b) All Other Design Costs.....		683	(c) Total Design Cost.....		683	(d) Contract.....		683	(e) In-house.....		0	(4) Contract Award.....		JUN 2018	(5) Construction Start.....		DEC 2018	(6) Construction Completion.....		JUN 2020
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5. PROGRAM ELEMENT	6. CATEGORY CODE 851 10	7. PROJECT NUMBER 91474	8. PROJECT COST (\$000) 28,700
12. SUPPLEMENTAL DATA:			
B. Equipment associated with this project which will be provided from other appropriations:			
Equipment Nomenclature Security Equipment	Procuring <u>Appropriation</u> PRMRF	Fiscal Year Appropriated <u>Or Requested</u> 2018	Cost (\$000) 300

1. COMPONENT WHS		FY 2018 MILITARY CONSTRUCTION PROJECT DATA			2. DATE MAY 2017	
3. INSTALLATION AND LOCATION Pentagon Reservation (Raven Rock Mountain Complex)				4. PROJECT TITLE Security Upgrades		
5. PROGRAM ELEMENT		6. CATEGORY CODE 141 13	7. PROJECT NUMBER 88963		8. PROJECT COST (\$000) 13,260	
9. COST ESTIMATES						
ITEM		UM	QUANTITY	UNIT COST	COST(\$000)	
PRIMARY FACILITY					4,346	
14113 Vehicle Access Control Point		SF	1,600	1,128	(1,805)	
14113 Pedestrian Access Control Point		SF	400	2,091	(837)	
12413 Fuel Storage Facility		LS	--	--	(1,704)	
SUPPORTING FACILITIES					7,165	
Electric Service		LS	--	--	(909)	
Paving, Walks, Curbs And Gutters		LS	--	--	(2,533)	
Storm Drainage		LS	--	--	(261)	
Site Imp(1,300) Demo(121)		LS	--	--	(1,421)	
Information Systems		LS	--	--	(771)	
Antiterrorism Measures		LS	--	--	(1,270)	
ESTIMATED CONTRACT COST					11,511	
CONTINGENCY (5.00%)					576	
SUBTOTAL					12,087	
SUPERVISION, INSPECTION & OVERHEAD (5.70%)					689	
DESIGN/BUILD - DESIGN COST (4.00%)					483	
TOTAL REQUEST (ROUNDED)					13,200	
TOTAL REQUEST					13,260	
EQUIPMENT FROM OTHER APPROPRIATIONS(NON ADD)					(736)	
10. Description of Proposed Construction						
Construct a Vehicle Access Control Point (VACP) consisting of a gatehouse, inspection canopies, auxiliary mechanical building, vehicle turn around, traffic control signals, lighting, building information systems, Intrusion Detection System (IDS), and fire alarm system.						
Construct a new pedestrian access control point consisting of a gate house, operational space for screening procedures, bathroom, building information systems, Intrusion Detection System (IDS) installation, and fire alarm system.						
Construct a fuel storage facility. Construction will include a new fuel drop-off location, storage tanks, distribution lines, and fuel conditioning system.						
Department of Defense principles for high performance and sustainable building requirements will be included in the design and construction of the project in accordance with federal laws and Executive Orders.						
Electric service will include underground distribution system to include conduit, cabling, and manholes.						
Paving, Walks, Curbs, and Gutters will consist of replacing existing narrow roadway with a widened roadway for personnel safety, concrete islands and pads, sidewalks, and new parking lot.						

1. COMPONENT WHS	FY 2018 MILITARY CONSTRUCTION PROJECT DATA			2. DATE MAY 2017
3. INSTALLATION AND LOCATION Pentagon Reservation (Raven Rock Mountain Complex)		4. PROJECT TITLE Security Upgrades		
5. PROGRAM ELEMENT	6. CATEGORY CODE 141 13	7. PROJECT NUMBER 88963	8. PROJECT COST (\$000) 13,260	
<p>Storm Drainage includes drain boxes, storm drain crossings, and outfalls. Low Impact Development features will be included in the design and construction of this project as appropriate</p> <p>Site Improvements will include clearing and grubbing, grading, and cut to fill excavation.</p> <p>Demolition will consist of removal of existing paving, removal of existing guard booth, and material disposal.</p> <p>Information Systems will include an underground communication cabling system. This system consists of cabling, conduit, and manholes.</p> <p>Antiterrorism Measures will include passive and active vehicle barriers with comprehensive control systems, fencing, and electronic security surveillance.</p> <p>Facilities will be designed to meet or exceed the useful service life specified in DoD Unified Facility Criteria. Facilities will incorporate features that provide the lowest practical life cycle cost solutions satisfying the facility requirements with the goal of maximizing energy efficiency.</p>				
<p>11. REQ: 2,000 SF ADQT: NONE SUBSTD: 2,000 SF</p> <p>PROJECT: Construct a Vehicle Access Control Point (VACP) and modernize existing fuel system.</p> <p>REQUIREMENT: Provide vehicle and pedestrian access control in compliance with current security criteria. Additional information is classified and can be requested from WHS.</p> <p>CURRENT SITUATION: Currently the VACP and Personnel Screening are located at the existing fence line surrounding the facility at the Maryland Site. The existing deteriorated roadway is constructed of layers of surface treatment on a stone base, which was originally designed as a construction road. Potholes, steep slopes, and the bad condition of the road make navigation unsafe. The roadway also presents environmental problems due to a lack of storm water and erosion control devices. Additionally, the existing prefabricated guard booth is obsolete and has significant rusting along the concrete slab. Also, the supporting fuel system is required to be modernized.</p> <p>This facility is not located in a 100-year flood plain.</p> <p>IMPACT IF NOT PROVIDED: If this project is not provided, WHS and other personnel will not be able to meet industry standards for systems at the Maryland Site. Physical security components such as the guard booth will continue to deteriorate, the fuel system will not meet modern standards, and the existing deteriorating roadway will remain a hazard to navigate.</p>				

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<p>ADDITIONAL:</p> <p>Alternative methods of meeting this requirement have been explored during project development. This project is the only feasible option to meet the requirement. Mission requirements, operational considerations, and location are incompatible.</p> <p>Additional Classified information can be requested from WHS.</p>			
12. SUPPLEMENTAL DATA:			
A. Estimated Design Data:			
(1) Status:			
(a) Design Start Date.....			NOV 2016
(b) Percent Complete as of January 2017.....			35
(c) Design Complete Date.....			OCT 2018
(d) Type of Design Contract: Design-build			
(2) Basis:			
(a) Standard or Definitive Design: NO			
(3) Total Design Cost (c) = (a)+(b) OR (d)+(e):			(\$000)
(a) Production of Plans and Specifications.....			0
(b) All Other Design Costs.....			988
(c) Total Design Cost.....			988
(d) Contract.....			750
(e) In-house.....			238
(4) Contract Award.....			FEB 2018
(5) Construction Start.....			NOV 2018
(6) Construction Completion.....			AUG 2020
B. Equipment associated with this project which will be provided from other appropriations:			
Equipment <u>Nomenclature</u>	Procuring <u>Appropriation</u>	Fiscal Year Appropriated <u>Or Requested</u>	Cost <u>(\$000)</u>
Furniture	PRMRF	2018	460
Info Sys	PRMRF	2019	276