

1. Component NAVY	<b>FY 2005 MILITARY CONSTRUCTION PROGRAM</b>	2. Date 13 JAN 2004
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3. Installation and Location/UIC: N00251 PUGET SOUND NAVAL SHIPYARD BREMERTON, WASHINGTON	4. Project Title CVN MAINTENANCE COMPLEX
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5. Program Element 0703676N	6. Category Code 21370	7. Project Number P346	8. Project Cost (\$000) 20,305
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**9. COST ESTIMATES**

Item	UM	Quantity	Unit Cost	Cost(\$000)
CVN MAINTENANCE COMPLEX (65,520 SF)	m2	6,087		13240
COVERED STORAGE (4,058 SF)	m2	377	690.00	(260)
SHIPS SERVICES SUPPORT BUILDING (61,462 SF)	m2	5,710	1,748.00	(9980)
BUILT-IN EQUIPMENT	LS			(490)
TECHNICAL OPERATING MANUALS	LS			(130)
INFORMATION SYSTEMS	LS			(40)
ANTI-TERRORISM/FORCE PROTECTION	LS			(2190)
SPECIAL COSTS	LS			(150)
SUPPORTING FACILITIES				4370
SPECIAL CONSTRUCTION FEATURES	LS			(880)
ELECTRICAL UTILITIES	LS			(590)
MECHANICAL UTILITIES	LS			(240)
PAVING AND SITE IMPROVEMENTS	LS			(140)
DEMOLITION	LS			(2450)
ANTI-TERRORISM/FORCE PROTECTION	LS			(70)
SUBTOTAL				17610
CONTINGENCY (5%)				880
TOTAL CONTRACT COST				18490
SIOH (6%)				1110
SUBTOTAL				19600
DESIGN/BUILD - DESIGN COST				700
TOTAL REQUEST ROUNDED				20300
TOTAL REQUEST				20305

**10. Description of Proposed Construction**

Constructs a multi-function, two-story building within the footprint of existing Building 426, which will be demolished, and constructs an adjacent one-story covered storage facility. New construction will provide properly configured production shop space, including jib cranes, monorail, passenger and freight elevators, covered and secured storage for high value and hazardous materials, outdoor covered storage, and will support worker quality-of-life with lunch room, showers and restrooms.

Project construction will meet minimum anti-terrorism standards. Mitigation costs have been included in project where standoffs are not attainable. Sustainable principles will be integrated into the design, development, and construction of the project in accordance with Executive Order 13123 and other laws and Executive Orders. This project demolishes Building 426 - 4,964 m2 (53,430 SF) and eliminates temporary shelters and trailers - 743 m2 (8,000 SF). Total infrastructure reduction for this project is 5,707 m2 (61,430 SF). Special construction features include pile foundation. Special costs include sloped

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metal roof. Built-in equipment includes elevators, jib cranes, lockers, and monorail.				
<b>11. Requirement:</b> <u>6087m2</u> <b>Adequate:</b> <u>0m2</u> <b>Substandard:</b> <u>0m2</u> <b>PROJECT:</b> New construction will provide a dedicated aircraft carrier (CVN) maintenance complex at Dry Dock 6 and Pier B. <b>(Current Mission)</b> <b>REQUIREMENT:</b> An adequate facility, designed for Project Team Management, is required to support the ship services function for Dry Dock 6 and Pier B at Puget Sound Naval Shipyard. Reorganizing to manage ship maintenance and repair by Project Teams recently replaced the past practice of using back shops. Project Team Management uses an integrated workforce team with the right mix of skills to accomplish a specific availability. A facility strategically located at the head of Dry Dock 6 and Pier B will greatly enhance production capability and efficiency for ship repair. An adequate facility is required to support the modern demands on the shipyard, which are vastly different than the demands for which existing facilities were originally constructed. Scheduled ship's availabilities necessitate a facility that will enhance production capability and efficiently. This facility must support a workforce of over 2,000 people per day and their associated processes and equipment. Currently temporary laydown and personnel support spaces (i.e., restrooms, showers, mustering area) at Dry Dock 6 and Pier B are severely deficient. The proposed project will add necessary production capability, reduce congestion and eliminate unsafe conditions, and reduce expensive and time-consuming material movements. <b>CURRENT SITUATION:</b> Back shop facilities and current waterfront facilities inadequately support Project Team Management. Facilities in the Dry Dock 6 and Pier B area were never designed to support Project Management but have been adopted as best possible to meet Project Team Management needs. The full benefits of overhauling ships via Project Management won't be realized until waterfront facilities are designed specifically for Project Team Management. Dry Dock 6 is the largest dry dock on the West Coast and is the only dry dock that can be used for a CVN dry-docking planned incremental availability (DPIA). Dry-docking preparatory and follow up work is done at Pier B, which is next to Dry Dock 6. Pier B and Dry Dock 6 also accommodate other availabilities. A typical CVN DPIA will employ over 2,000 people per day, all working in the Dry Dock 6 and Pier B area. Facilities at Dry Dock 6 and Pier B were not designed to meet today's new organizational approach for ship's repair and maintenance or today's workload. Present and future workload at Dry Docks 6 and Pier B include CVN dry-docking availabilities, Trident				

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<p>availabilities, and emergent operational repair and maintenance of other Navy platforms. Facilities at Dry Dock 6 and Pier B fail to meet current project needs for several reasons. Temporary facilities are taking up much needed waterfront space. Adequate permanent space is lacking and temporary facilities must be used to meet project needs. These temporary structures inefficiently make use of valuable waterfront space, resulting in an overall lack of space and congestion. The consequences of this lack of space are: insufficient and inadequate space for minor shop support, unsafe congestion, limited room for laydown, increased material handling, and insufficient/inadequate storage. Components are sometimes damaged due to exposure to the elements and absence of temperature control.</p> <p><b>IMPACT IF NOT PROVIDED:</b> This project is needed to efficiently support CVN DPIAs. Without this project, the full benefits of overhauling ships via Project Management won't be realized. Waterfront facilities must be designed specifically for the needs of Project Team Management. The area near Dry Dock 6 and Pier B will remain cluttered with temporary facilities that do not adequately support either present or future workload. This situation affects the Shipyard's ability to perform both nuclear and non-nuclear support work in a cost effective manner. This causes higher costs, which ultimately effects fleet readiness.</p>				
<b>12. Supplemental Data:</b>				
A. Estimated Design Data:				
1. Status:				
(A) Date Design Start				082002
(B) Date Design 35% Complete				092004
(C) Date Design Completed				042005
(D) Percent Completed as of SEPTEMBER 2003				3%
(E) Percent Completed as of JANUARY 2004				3%
(F) Type of Design Contract				Design Build
(G) Parametric Estimate used to develop cost				Yes
(H) Energy study/Life cycle analysis performed				Yes
2. Basis:				
(A) Standard or Definitive Design:				No
(B) Where Design Was Most Recently Used:				N/A
3. Total Cost (C) = (A) + (B) = (D) + (E) :				\$580
(A) Production of Plans and Specifications				\$500
(B) All other Design Costs				\$80

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4. Contract Award	012005														
5. Construction Start	042005														
6. Construction Complete	042007														
B. Equipment associated with this project which will be provided from other appropriations: NONE															
<p>JOINT USE CERTIFICATION:</p> <p>The Regional Commander certifies that this project has been considered for joint use potential. Unilateral Construction is recommended. This Facility can be used by other components on an as available basis; however, the scope of the project is based on Navy requirements.</p>															
Activity POC: KEVIN T. GROSS		Phone No: (360)-476-7986													