

**Cover Sheet/Team List for:**

**Project Title:** NSAB - 000 CONSTRUCT JOINT NAVY/DHA FIRE

**Project Number:** P778

**Location:** BETHESDA, MARYLAND  
STATION

**Date:** 12-FEB-20

**Prepared By:** NAVSUPPACT BETHESDA MD

**FY:** 2026

**UIC:** N33355

**A. Team Check List:** Completed:  Working:

Project Cost (\$000)

**B. Team Meeting:** Date:

**22490**

On-Site:  VTC:  Conference Call:

**C. Team Members:**

<u>Name</u>	<u>Position</u>	<u>Command</u>	<u>Phone Number</u>
CDR Jimmy Angerman	Public Works Officer	NSA Bethesda	301-295-0873

**D. Remarks:**

**E. Required Attachments:**

- MILCON CHECKLIST
- Economic Analysis
- Site Plan
- Facility Planning Document (s) / P-80 Calculations
- R19 (Bachelor Housing Survey)
- Notice of Violation (NOV)
- Other
- PHOTOGRAPHS
- 

**F. Sign Offs:**

<u>Signature</u>	<u>Position</u>	<u>Date</u>
Marc Bernath Comments: None	Public Works Department (PWD)	18-FEB-20
Jimmy Angerman Comments: None	Public Works Officer	31-MAY-22

1. Component NAVY	<b>FY 2026 MILITARY CONSTRUCTION PROGRAM</b>	2. Date 12 FEB 2020
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3. Installation(SA) and Location/UIC: N33355 NAVSUPPACT BETHESDA MD BETHESDA, MARYLAND	4. Project Title NSAB - 000 CONSTRUCT JOINT NAVY/DHA FIRE STATION
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5. Program Element	6. Category Code 73010	7. Project Number P778	8. Project Cost (\$000) 22,490
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**9. COST ESTIMATES**

Item	UM	Quantity	Unit Cost	Cost(\$000)
NSAB - 000 CONSTRUCT JOINT NAVY/DHA FIRE STATION	SF	16,308		7,930
FIRE STATION (NEW CONSTRUCTION) CC73010	SF	16,308	443.95	(7,240)
CYBERSECURITY FEATURES	LS			(170)
ANTI-TERRORISM/FORCE PROTECTION	LS			(80)
SPECIAL COSTS	LS			(130)
OPERATION & MAINTENANCE SUPP INFO (OMSI)	LS			(150)
SUSTAINABILITY AND ENERGY FEATURES	LS			(160)
SUPPORTING FACILITIES				5,800
PAVING AND SITE IMPROVEMENTS	LS			(5,320)
DEMOLITION	LS			(480)
SUBTOTAL				13,730
CONTINGENCY (50%)				6,870
TOTAL CONTRACT COST				20,600
SIOH (6.5%)				1,340
SUBTOTAL				21,940
DESIGN/BUILD - DESIGN COST (4%)				550
TOTAL REQUEST ROUNDED				22,490
TOTAL REQUEST				22,490

<u>Guidance Unit Cost Analysis</u>					Room	Area				
Cat	OSD	Guid.	Guid.	Project	Size	Size	Cost			
Code	Facility	Guid.	Cost	Size	Scope	Fctr	Fctr	Fctr	Esc. Factor	Unit Cost
73010	FIRE STATION (NEW CONSTRUCTION)		417.00	16308 SF	16308 SF	1.0000	1.000	1.000	1.064623786	443.95

**10. Description of Proposed Construction:**

The proposed project will meet the UFC requirements for a fire station and will accommodate NSAB's ladder truck, which is currently stored at NAS PAX River (NASPR).

This project proposes to demolish NSAB - 20 & 20T and constructs a new 16,308 SF fire station with additional apparatus bays for WRNMMC Emergency Response Vehicles. The current fire station operations take place within NSAB - 20 and NSAB - 20T and support facilities NSAB - 13 (storage), NSAB - 27 (EOC) and NSAB - 55 (fire inspectors) do not meet the mission requirements for a fire station.

The proposed project will meet the UFC requirements for a fire station and will accommodate NSAB's ladder truck, which is currently stored at NAS PAX River (NASPR). Current fire station design standards locate personnel berthing on the ground-floor to

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allow a more rapid and safer response to the vehicle garage. The proposed fire station will have ground-level berthing and apparatus bays. The second floor of the building will house the administrative, kitchen, training and fitness facilities.						
<b>11. Requirement:</b> <u>16308 SF</u> <b>Adequate:</b> <b>Substandard:</b> <u>13,168 SF</u>						
<b>FACILITY PLANNING DATA:</b>						
Deficit/						
Category Code	Requirement	UM	Adequate	Substandard	Inadequate	Surplus
73010 FIRE STATION	16308	SF		13,168		-3,140
<b>NOTES:</b>						
The Structural Condition Assessment conducted by MTF A Architecture for Building 20 and Building 20T identify \$1,705,000 in Master System repairs necessary to these facilities.						
This project consolidates five facilities and reduces overall footprint by 32%.						
The fire station will be located on the Z-lot surface parking lot.						
Per NSAB's Design Manager said 10%-12% of the project cost is what will be required to bring a MILCON to full and complete design. Therefore, A&E planning & design study costs will range between \$2,232,000 to \$2,678,400.						
This project has been evaluated in accordance with the requirements of the OUSD memorandum of 11 Feb 2014, Floodplain Management on Department of Defense Installations. Per Reference (f) and UFC 1-200-01 mechanical and electrical system vulnerability, there is no need to assess and mitigate because the 100-year flood plain doesn't exist on Naval Support Activity Bethesda.						
<b>SCOPE:</b>						
The size of the fire station was determined by a BFR based on UFC 2-000-05N for CCN 73010 (revised for POM25) with design criteria from UFC 4-730-10. This project will construct a 16,308 square foot fire station. Once demolition of B20 & B20T is complete, the site will be returned to it's prior grass state.						
<b>PROJECT:</b>						
This project constructs a new 16,308 SF fire station on the site of the existing Z-lot. <b>(Current Mission)</b>						
<b>REQUIREMENT:</b>						
The current fire station operations take place within B20 and B20T and support facilities B13 (storage), B27 (EOC) and B55 [fire inspectors] do not meet the mission requirements for a fire station.						
Per the Basic Facility Requirement dated 15 MAR 2022, NSAB Fire Department requires a station that is 16,308 square feet.						

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<p>The size of the fire station was determined by a BFR based on UFC 2-000-05N for CCN 73010 with design criteria from UFC 4-730-10.</p> <p>This project will specifically address the 3,140 square-foot deficiency. More specifically, this project will also bring NSAB's ladder truck back to NSAB from NASPR, addressing response time concerns to NSAB's 14 buildings that are six stories or greater in height.</p> <p>The Fire Department also requires a ladder truck to respond to high-rise fire evacuations because 14 buildings on NSAB exceed six stories. The ladder truck currently sits at NASPR, which is 80 miles south of NSAB. Given the delayed response, NSAB exclusively relies on mutual aid support. This response is limited and woefully inadequate, placing installation personnel at great risk.</p> <p>The Mission Need Date to fund is ASAP. The fire department has been housed in substandard facilities for years. This project was originally submitted for POM23 and we are in the POM25 cycle. The RBDO date is 1 OCT 26.</p> <p><b>CURRENT SITUATION:</b></p> <p>The fire station provides emergency services to NSAB as well as to portions of Montgomery County and the National Institutes of Health (NIH) per an inter-governmental mutual aid agreement. The fire department responds to just over 2,000 calls per year. The 2018 Standards of Coverage document supplied by the NDW Fire Chief documents response calls and response times.</p> <p>The Fire Department is spread across five buildings. The existing fire station is located in B20, with berthing in B20T. Fire inspectors are located in B55, which has major structural problems and even with repairs, B55 will need to be demolished within the next eight years. Moreover, B55 is a parking structure and the Fire Inspectors are in make-shift offices in a portion of the parking structure. Storage and the breathing apparatus filling machine are housed in B13, which was issued a RAC 1 in 2019 by the NAVIG due to the facility limitations. The breathing apparatus in B13 is not operating and the fire department relies on NIH to fill its bottles. The EOC is located in B27 and the EOC doesn't meet the minimum UFC size requirements. The divided nature of the fire department also eliminates space in other buildings that could be used for other tenants.</p> <p>According to a structural condition assessment conducted by MTF Architecture in November 2018, B20 and B20T are nearing the end of their useful lives. The study identifies systemic failures in the architectural, structural, and mechanical systems affecting the welfare, life, and safety of Fire Department personnel.</p> <p>UFC 4-730-10N requires Fire Department personnel to be located far enough away from apparatus to reduce exposure to vehicle exhaust. B20 locates these two uses within</p>				

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<p>immediate proximity of each other, exposing Fire Department personnel to vehicle exhaust.</p> <p>Existing fire-resistant walls for both B20 and B20T are compromised (either in a state of damage or wrong dimensions). In B20, it was also observed that visible cracks and fissures have formed in the slab-on-grade concrete flooring and that a wooden column base has acutely shifted. In B20T, the outer metal panels show signs of corrosion.</p> <p>The existing Fire Station, has a Facility Condition Index of 81 (fair condition 30 JAN 2022) however, it is closer to the 23 (failing condition) when this 1391 was written in 2020, and a Mission Dependency Index of 97. The existing facility has insufficient ventilation, a leaking roof, and twisting structural columns as well as cracks in the hose tower. An Activity Hazard Analysis was conducted in October 2014 that resulted in a Risk Assessment Code (RAC) of 2. An Industrial Hygiene Survey was conducted in June 2014 and documented severe risks in both B20 and B20T for interior air quality and mold issues.</p> <p>Building 20T, the existing fire station berthing, was originally leased in 2012 and later purchased in 2015. Given the high occupancy, frequent turnover and temporary nature of the facility makes continued use of this facility not only financially impractical, but a serious health and safety risk to fire department personnel as outlined by the NSAB environmental team below.</p> <p>One of the existing four bays in the fire station serves as a primary containment facility for the President of the United States if on board the installation during a CBRNE attack. Additionally, it is a unique 24x7 facility where up to 15 personnel occupy the facility full time. For the aforementioned reasons, the AT/FP requirements from UFC 4-010-01 (DOD Minimum Standards for Buildings) apply. However, because the building is in the historic district and constrained by adjacent utility runs and adjacent facilities, it cannot meet required AT/FP requirements with respect to standoff distance for roads and parking.</p> <p>NSAB's Environmental Team (EV) inspected B20 and B20T on 22 MAR 2019, confirming the continued existence of mold in the buildings. EV also found the following areas of concern:</p> <ul style="list-style-type: none"> <li>- Rotting wood in one of the berthing rooms and walls were damp enough to allow the glue holding the tiles to the wall to separate.</li> <li>- Water leaks in the kitchen area with black mold in the pipe chase in B20T.</li> <li>- Water leaks behind the walls near the windows in the berthing area as well as a poorly maintained HVAC System that contributes to poor indoor air quality in B20.</li> </ul> <p>The fire station's existing configuration, size, and surrounding constraints prevent the ladder truck from being housed on the installation.</p>				

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<p>On 25 MAR 2019, a fire broke out in the kitchen, approximately 740 square feet of the fire station was destroyed and 600 square feet was damaged by smoke. Basic repairs to put the station back in service were completed in October 2019 at a cost of nearly \$700,000; however, these repairs cannot address the existing configuration and space deficiencies that the fire station operates within.</p>				
<p><b>IMPACT IF NOT PROVIDED:</b></p>				
<p>If the proposed project is not funded, the NSAB Fire Department will remain divided into B20, B20T, B13, B55, and B27, and continue to operate in a Fire Station that is deficient 3,140 square feet in area. More importantly, the NSAB Fire Department can not continue to operate without a ladder truck, which is a significant deficiency that can only be rectified by constructing a new fire station.</p>				
<p>This facility is a singular, critical, and unique facility on board NSAB, which cannot be replicated elsewhere on the installation or off base. The impact on the mission continues to increase as this failing facility continues to stay in service well beyond its useful life. This was a must-fund project in FY23 and has been for years. If funding is not provided now, significant investment, beyond the \$700,000 spent to repair fire damage to B20, will still be required to bring this facility into compliance and to meet quality of life/living standards. Configuration and space limitations ensure B20 will never be able to fulfill the mission requirements.</p>				
<p>Fire Department personnel will continue to operate out of a Fire Station that is 78 years' old which results in inadequate berthing, continuous repairs to aging dynamic systems, vehicle exhaust as well as, twisted structural columns, and a cracked hose tower.</p>				
<p>Mutual aid response is inadequate to meet the needs of personnel on the installation should there be a high-rise fire. Fire Department personnel will continue to operate without a ladder truck, which slows the time it takes to evacuate a high-rise building. Mutual Aid response is hindered by NSAB being located on MD 355, which has 40,000 vehicle trips per day and Gate 1 commonly has vehicles queueing 10-15 deep onto MD 355.</p>				
<p>NSAB has 14 buildings in excess of six stories. An exercise conducted in 2012 showed a total evacuation time of 28 minutes for the Wounded Warrior Barracks NSAB - 62 under current conditions where the average evacuation time for a facility of this size is 12 minutes.</p>				
<p>DoD 6055.6 requires the first arriving apparatus within seven minutes at a rate of 90% for one company and four personnel for structural fires, 12 minutes at a rate of 90% for three companies and 13 personnel to address full alarm assignments. For HAZMAT/CBRNE the first arriving apparatus within seven minutes at a rate of 90% for one company and four personnel and 22 minutes at a rate of 90% for three companies and 15 personnel for full</p>				

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alarm assignments.

OPNAVINST 11320.23G backs up the response times in DoD 6055.6. "The 2018 Standards of Coverage for Naval District Washington Fire Department states: Bethesda Battalion personnel far exceeded the 90% threshold goal of having an aggregate response time of seven (7) minutes to most incidents on base. However, these figures represent only the response of the first arriving apparatus...research indicates that response times for units, while utilizing our established response profiles, far exceed what we believe is appropriate for the number of target hazards found on the installation. The response times shown within this document for mutual aid companies, and the conclusions that they meet the 12-minute mark, are accurate based on the guidelines set forth by the Department of Defense and the Department of the Navy. However, it should be noted that these guidelines do not provide for the initial incident priorities required in combating a fire in a high-rise structure housing limited mobility occupants or a fully functioning hospital complex."

"For the purposes of the NDWF and emergency service response expectations and goals, NSAB's initial response of three (3) companies and thirteen (13) personnel are accomplished with mutual aid support from the Montgomery County Department of Fire and Rescue Services (DFRS) and its Engine Company 720 and National Institutes of Health Fire Department (NIHFD) and its Tower Ladder 751 and Battalion Chief 751." Therefore, evacuation of a high-rise building can't be accomplished without mutual aid support because NSAB's ladder truck is sitting at NAS PAX River. The unique hazards posed by AFFRI and WRNMMC dictate more than three units to be on scene to suppress fires and evacuate buildings.

**ADDITIONAL: Economic Alternatives Considered:**

**A. Status Quo:**

The status quo option keeps the Fire Department personnel in B20 and B20T and the support facilities in B13 and B55. Building 20 is 78 years' old and B20T was intended only as a temporary solution for berthing of Fire Department personnel. The status quo option has the lowest NPV (\$7,713,998); however, the status quo requires the Fire Department to operate in substandard conditions, at a deficiency of 3,140 square feet and operate without a ladder truck necessary to evacuate personnel in high-rise buildings. This is a viable alternative. This is not the preferred alternative.

**B. Renovation/Modernization:**

The renovation and modernization alternative proposes to convert B56 from a Bowling Center to a Fire Station. This alternative, while it satisfies the complete requirement of 16,308 square feet and it will accommodate the ladder truck to be housed at NSAB, which is critical to high-rise fire response, engineering studies need to be conducted to ensure the site will accommodate the turning radius of a ladder truck. This alternative has the second lowest NPV: \$26,864,521, but this NPV is only \$2,329,313 less than new construction. It should be noted that due to changes in the square footage requirement due

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to reduced fire department personnel, a new fire station may cost less than the renovation alternative. However, due to time constraints and recent revelations on reduced fire department personnel, this project has not been escalated and it isn't definitively known if the renovation alternative is higher than new construction. This is a viable alternative. This is not the preferred alternative.

C. Lease:

UFC guidelines clearly state that a fire station must be located on the installation it serves. Therefore, the leasing of a facility off the installation is prohibited. This alternative is nonviable.

D. New Construction:

The new construction alternative is the only alternative that fully satisfies the UFC/BFR requirements and doesn't displace tenants using other facilities for the fire station. Moreover, it is the only alternative that doesn't have any design constraints, which is the case with the renovation and modernization alternative of B56. The NPV for the New Construction alternative is \$29,193,834. This is a viable alternative. This is the preferred alternative.

E. Other Alternatives:

N/A

F. Analysis Results:

While the results of this analysis indicate that the status quo alternative has the lowest NPV, New construction is the preferred alternative. The NPV of new construction and renovation alternatives is very close and the status quo value will only increase to the point that not only the space will remain insufficient, but the cost to maintain the existing buildings will increase where it will no longer have an economic savings value. The new construction alternative will provide a state-of-the-art facility that will meet all functional space requirements as well as provide the capacity to house the newer, larger apparatus, both male and female firefighters, and fully accommodate modern fire fighting support.

For the new construction alternative to be lower than the renovation alternative, the new construction alternative costs must be reduced by more than 8.83%. There are no cases where the renovation or new construction alternatives would be lower in cost than the status quo alternative.

While the renovation alternative costs less, this alternative does not completely meet the full UFC/BFR requirements, nor does it provide optimal configuration for the fire department. The new construction alternative is the preferred alternative because it is the only alternative that fully meets the UFC/BFR requirements to meet the mission of the fire department without site and/or potential building constraints.



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Alternative: NPV Status Quo (Current Operations) \$ 7,713,998 Renovation \$ 26,864,521 New Construction \$ 29,193,834				

**12. Supplemental Data:**

Site Approval: N/A

Issues (If yes, please provide discussion under issue):

Yes No

- DDESB, AICUZ, Airfield, EMR, or wetlands
- Endangered species/sensitive habitat
- Air quality
- Cultural/archeological resources
- Clearing of trees
- Known contamination at selected site
- Operational problems
- Traffic patterns impact
- Existing utilities upgrade
- Ordnance sweep required prior to Construction

Planning (If no, please provide an explanation):

Yes No

- Consistent w/ Master Plan or Base/Regional Dev.

Host Nation Approval: N/A

National Capital Region Approval: N/A

NEPA Documentation:

Yes No

- Complete

Level of NEPA:

Yes No

- Categorical Exclusion
- Environmental Assessment (EA)
- Environmental Impact Statement (EIS)
- Memorandum of Negative Decision

Mitigation Issues:

Yes No

- Wetlands replacement/enhancement
- Hazardous waste
- Contaminated soil/water
- Other

Environmental Cleanup: N/A

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<p>Project Issues:</p> <p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> System safety</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Soils - foundation and seismic conditions</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Construction/operational permits</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Local air quality/wastewater permits</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Complies with Final Governing Standard (Environmental standard for Spain, Italy &amp; Greece)</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Land Acquisition (i.e. location, quantity)</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Technical Operating Manuals</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Feasibility/Constructibility in FY</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Historical Preservation</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Does the facility have an overhead crane requirement?</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Navy Crane Center contacted to assist with dev. of crane estimate (lifting capacity &lt; 10-tons)?</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Navy Crane Center contacted to coord. procurement and timelines (lifting capacity &gt;= 10-tons)?</p> <p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Physical Security:</p> <p style="margin-left: 20px;"><input type="checkbox"/> Shielding</p> <p style="margin-left: 20px;"><input type="checkbox"/> SCIF</p> <p style="margin-left: 20px;"><input type="checkbox"/> Fencing</p> <p style="margin-left: 20px;"><input type="checkbox"/> IDS</p> <p style="margin-left: 20px;"><input type="checkbox"/> Other Type:</p>				
BUDGET ESTIMATE SUMMARY SHEET:				
<u>Item</u>	<u>UM</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
Special Construction Features:				
OTHER COSTS (other Primary Facility items)	LS			170,828
CYBERSECURITY FEATURES	LS	1	170,827.92	170,828
ANTI-TERRORISM/FORCE PROTECTION (Inside)	LS			75,699
AT/FP	EA	.01	7,569,926.90	75,699
SPECIAL COSTS	LS			134,544
PCAS	EA	.01	13,454,405.90	134,544
OPERATION & MAINTENANCE SUPP INFO (OMSI)	LS			152,913
OMSI	EA	.02	7,645,626.17	152,913
LEED AND EPACT 2005 COMPLIANCE (Inside)	LS			159,162
SUSTAINABILITY AND ENERGY FEATURES	LS	1	159,162.38	159,162
Utilities and Site Improvements:				
PAVING AND SITE IMPROVEMENTS	LS			5,324,025
ACCESS ROADS	LS	1	5,180,745.11	5,180,745

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PARKING LOTS	LS	1	143,280.10	143,280
DEMOLITION	LS			484,755
FIRE HOUSE SWING SPACE Fac No: 20T CCN: 73010	SF	4065	52.02	211,461
FIRE STATION Fac No: 20 CCN: 73010	SF	5574	49.03	273,293
A. Estimated Design Data:				
1. Status:				
(A) Date design or Parametric Cost Estimate started				
(B) Date 35% Design or Parametric Cost Estimate complete				
(C) Date design completed				
(D) Percent completed as of September 2024				
(E) Percent completed as of January 2025				
(F) Type of design contract				Design Build
(G) Parametric Estimate used to develop cost				
(H) Energy Study/Life Cycle Analysis performed				
2. Basis:				
(A) Standard or Definitive Design				
(B) Where design was previously used				
3. Total cost(\$000) (C) = (A) + (B) = (D) + (E):				
(A) Production of plans and specifications				
(B) All other design costs				
(C) Total				\$0
(D) Contract				
(E) In-house				
4. Contract award:				12/2025
5. Construction start:				
6. Construction complete:				12/2027
B. Equipment associated with this project which will be provided from other appropriations:				
CERTIFYING OFFICIAL STATEMENT:				
The Regional Commander certifies that this project has been considered for joint use potential. Joint Construction is recommended.				
Activity POC: John Korkosz		Phone No: 301-295-5938		
<b>Attachments:</b>				
Site Plan				
Facility Planning Document(s)/P-80 Calculations				