



**CONTRACT REPORT
CR-NAVFAC-EXWC-SH-FY22264
AUGUST 2022**

LIFECYCLE SUSTAINMENT PLAN REPORT

**FUEL TRANSFER INFRASTRUCTURE
ASSESSMENT
Red Hill Bulk Fuel Storage Facility, Hawaii
(RHL)**

Austin Brockenbrough and Associates, LLC

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August 2022



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Austin Brockenbrough & Associates, LLC (Brockenbrough) was contracted under NAVFAC EXWC to develop a lifecycle sustainment plan for the tanks, pipeline systems, and support equipment including the fire suppression system at Red Hill Bulk Fuel Storage Facility (RHBFSF). A site visit was performed by personnel from Brockenbrough and Jensen Hughes from 21 March 2022 thru 1 April 2022. Brockenbrough was responsible for the fuel-related tanks and pipeline systems, and Jensen Hughes was responsible for the fire suppression system portion of the plan. During the site visit, the team met with the local staff overseeing the operation and maintenance of the facility to gather all the available information. We also visually inspected the entire facility and observed its operation during normal conditions.

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LIFECYCLE SUSTAINMENT PLAN REPORT

FUEL TRANSFER INFRASTRUCTURE ASSESSMENT Red Hill Bulk Fuel Storage Facility, Hawaii (RHL)

Delivery Order No. N3943022F4333
A/E Contract No. N39430-20-D-2242

Submitted to:

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ACRONYMS/ABBREVIATIONS

AFFF	Preaction Aqueous Film Forming Foam Fire Suppression
API	American Petroleum Institute
bbbl	Barrels
DBB	Double Block and Bleed
DoD	Department of Defense
EF	Exhaust Fan
EXWC	Engineering and Expeditionary Warfare Center
F-24	Jet Fuel
F-76	Diesel Fuel
FAMNS	Fire Alarm/Mass Notification System
FLC	Fleet Logistics Center
FOR	Fuel Oil Recovered
FS	Fire Suppression
FSD	Fire/Smoke Damper
FY	Fiscal Year
GFI	Government Furnished Information
gpm	Gallons Per Minute
hp	Horsepower
JP-5	Jet Fuel
JP-8	Jet Propulsion
ITM	Inspection, Testing and Maintenance
M/R/R	Maintenance/Repair/Replacement
NAVFAC	Naval Facilities Engineering Systems Command
PE	Pressure Exhaust Fan
PS	Pressure Supply Fan
POL	Petroleum, Oil and Lubricants
RHBFSF	Red Hill Bulk Fuel Storage Facility
RHTF	Red Hill Tank Farm
RT	AFFF Retention Tank or AFFF Retention Tank System
SF	Supply Fan
SIOH	Supervision, Inspection and Overhead



SP	Standpipe
Tunnel	Harbor Tunnel
UFC	Unified Facilities Criteria
UGPH	Underground pumphouse
Vent	Mechanical Ventilation System
WP	Wet-Pipe Fire Suppression System



A. EXECUTIVE SUMMARY

Austin Brockenbrough & Associates, LLC (Brockenbrough) was contracted under NAVFAC EXWC Contract No. N39430-20-D-2242, Delivery Order No. N3943022F4333, to develop a lifecycle sustainment plan for the tanks, pipeline systems, and support equipment including the fire suppression system at Red Hill Bulk Fuel Storage Facility (RHBFSF). A site visit was performed by personnel from Brockenbrough and Jensen Hughes from 21 March 2022 thru 1 April 2022. Brockenbrough was responsible for the fuel-related tanks and pipeline systems, and Jensen Hughes was responsible for the fire suppression system portion of the plan. During the site visit, the team met with the local staff overseeing the operation and maintenance of the facility to gather all the available information. We also visually inspected the entire facility and observed its operation during normal conditions.

This plan provides an overview of what is required to sustain the facility operationally from a maintenance and repair perspective. The plan is laid out by fiscal year, and rough order of magnitude cost estimates are provided at the system, sub-system, major component, and equipment levels.

The systems included in this report are as follows:

1. F-24 – The F-24 jet/aviation grade fuel system includes the associated tanks, pipeline systems, and support equipment.
2. F-76 – The F-76 diesel grade fuel system includes the associated tanks, pipeline systems, and support equipment.
3. FOR – The FOR fuel system contains untreated off-spec or contaminated product from the three main bulk fuel products (such as tank water bottoms) and includes Tank 311, pipeline systems, and support equipment that contain FOR.
4. JP-5 – The JP-5 jet/aviation grade fuel system includes the associated tanks, pipeline systems, and support equipment.
5. AFFF Retention Tank System (RT) – The AFFF Retention Tank System consists of six lift stations and associated piping located in the Red Hill Tank Farm (RHTF) plus a retention tank just outside of ADIT [REDACTED].
6. Mechanical Ventilation System (Vent) – The Mechanical Ventilation System contains 32 various fans located throughout the facility along with integrated various fire/smoke dampers.
7. Fire Suppression (FS) – The FS system consists of all elements of the water-based FS systems including fire pumps, foam pumps, standpipes, wet pipe sprinkler systems, preaction AFFF sprinkler systems, nitrogen generation systems.
8. Fire Alarm/Mass Notification (FAMNS) – The FAMNS system includes all panels, equipment, and devices associated with the FAMNS system.

The fuel, AFFF Retention Tank, and Mechanical Ventilation systems are further broken down by sub-systems or areas, as follows:

1. ADIT [REDACTED] – This ADIT provides access as the main entrance to the UGPH.

2. ADIT [REDACTED] – The ADIT [REDACTED] access tunnel ties into the Harbor Tunnel (b) (3) (A) [REDACTED]. The Water Pumping Station is located at the junction of the ADIT [REDACTED] access tunnel and the Harbor Tunnel.
3. ADIT [REDACTED] – The ADIT [REDACTED] access tunnel connects with the RHTF’s upper access tunnel between Tanks 13 and 15.
4. ADIT [REDACTED] – This ADIT provides access to Elevator [REDACTED] between the upper and lower access tunnels of the RHTF.
5. UGPH – The UGPH which contains the primary distribution pumps and the surge tanks.
6. Harbor Tunnel (Tunnel) – The tunnel between the UGPH and RHTF containing the (b) (3) (A) [REDACTED] primary bulk fuel pipelines.

Red Hill Tank Farm (RHTF) – The RHTF contains the 20 primary bulk fuel storage tanks. The fire suppression systems are further broken down by sub-system as follows:

1. Underground Pumphouse (UGPH) – The UGPH system includes all fire pump, foam pump, and nitrogen generation equipment within the UGPH.
2. Standpipe (SP) – The SP system includes distribution piping serving fire suppression systems from the point of discharge from the pumphouse to fire suppression risers and fire department connections, associated fittings, valves, fire department connections, and pressure reducing valves.
3. Pre-action AFFF Fire Suppression (AFFF) – The AFFF fire suppression systems include piping, fittings, valves, and sprinklers.
4. Wet-Pipe Fire Suppression System (WP) – The WP include piping, fittings, valves, and sprinklers.
5. Fire Alarm/Mass Notification System (FAMNS) – The FAMNS includes all panels, equipment, and devices associated with the FAMNS system.

The FAMNS is further broken down by sub-system as follows:

1. Control – FAMNS control equipment including but not limited to fire alarm control panels, workstations, control modules, power supplies, transmitters, etc.
2. Notification – FAMNS notification equipment.
3. Initiation – FAMNS notification initiating equipment including but not limited to manual pull stations, heat detectors, monitor modules, etc.

A lifecycle analysis would typically consider at least one full cycle of the system’s major component with the longest expected life span. In most cases, this would be at least 30 years and probably could extend to 50 years or more. The decision has been made to close the Red Hill Bulk Storage Facility’s fuel systems within the next five years. Therefore, this report is limited to five years for all the fuel systems. The fire suppression system plan has been set to 15 years to cover until full closure of the entire site.

The lifecycle sustainment plan is based upon the current condition of the facility. As noted above, each system was visually inspected, and its condition documented during the site visit in 2022. In general, the

facility was found to be in fair to good condition considering it has been operated continuously since 1943. The facility still has some original equipment, but a large portion has been renovated and/or upgraded in various ways in the past 20 - 25 years. A complete list of every major component and its associated equipment is included in the report.

The plan determined the estimated programming amount for each fuel system over the next five fiscal years to be as follows:

1. F-24 = \$2,724,000
2. F-76 = \$4,912,000
3. FOR = \$1,349,000
4. JP-5 = \$3,366,000

The plan also determined the estimated programming amounts for the four facility support systems over the next 15 fiscal years to be as follows:

1. AFFF Retention Tank System = \$6,435,000
2. Mechanical Ventilation System = \$5,997,000
3. FS = \$658,101
4. FAMNS = \$15,506,426

Disclaimer

Report is based on information known as of the date of the report and subject to revision should new information become available.

B. INTRODUCTION

Austin Brockenbrough & Associates, LLC (Brockenbrough) was contracted under NAVFAC EXWC Contract No. N39430-20-D-2242, Delivery Order No. N3943022F4333, to develop a lifecycle sustainment plan for the tanks, pipeline systems, and support equipment including the fire suppression system at RHBFSF. A site visit was performed by personnel from Brockenbrough and Jensen Hughes from 21 March 2022 thru 1 April 2022. Brockenbrough was responsible for the fuel-related tanks and pipeline systems, and Jensen Hughes was responsible for the fire suppression system portion of the plan. During the site visit, the team met with the local staff overseeing the operation and maintenance of the facility to gather all the available information. We also visually inspected the entire facility and observed its operation during normal conditions.

This lifecycle sustainment plan for the RHBFSF considers the current condition and service life of the tanks, pipeline systems, and support equipment including the fire suppression system. The lifecycle sustainment plan is based upon a holistic understanding of the maintenance and replacement frequency times for each major component and its associated equipment. The plan provides an overview of what is required to sustain the facility operationally, specifically focusing on the use phase of a life cycle assessment to include the current condition, maintenance/repair requirements, and proposed decommissioning.

The plan outlines for each system, sub-system, and major component the current condition, how often it should undergo maintenance/repair work, complete replacement, and when portions of the system should be decommissioned. The plan also outlines what triggers full replacement versus minor repair work and identifies the highest potential corrosion failure points. The plan starts in FY22 as the baseline with subsequent fiscal year sustainment efforts charted and mapped for each system, sub-system, and major component with rough order of magnitude cost estimates for budgetary purposes.

The systems included in this analysis are as follows:

1. F-24 – The F-24 jet/aviation grade fuel system includes the associated tanks, pipeline systems, and support equipment. There are (b) (3) (A) bulk storage tanks at RHTF, (b) (3) (A) (b) (3) (A) pumps in the UGPH, and (b) (3) (A) bbl surge tank.
2. F-76 – The F-76 diesel grade fuel system includes the associated tanks, pipeline systems, and support equipment. (b) (3) (A)
3. FOR – The FOR fuel system contains untreated off-specification or contaminated product from the three main bulk fuel products (such as tank water bottoms) and includes Tank 311, pipeline systems, and support equipment that contain FOR.
4. JP-5 – The JP-5 jet/aviation grade fuel system includes the associated tanks, pipeline systems, and support equipment. (b) (3) (A)

(b) (3) (A) [Redacted]

- 5. RT – The RT consists of lift stations and associated piping located in the RHTF plus a retention tank just outside of ADIT.
- 6. Vent – The Vent contains 32 various fans located throughout the facility along with integrated various fire/smoke dampers.
- 7. FS – The FS system consists of all elements of the water-based fire suppression systems including fire pumps, foam pumps, standpipes, wet pipe sprinkler systems, preaction AFFF sprinkler systems, nitrogen generation systems.
- 8. Fire Alarm/Mass Notification (FAMNS) – The FAMNS includes all panels, equipment, and devices associated with the FAMNS system.

The fuel, AFFF Retention Tank, and Vent systems are further broken down by sub-systems, or areas, as follows:

(b) (3) (A) [Redacted]

- 5. UGPH – The UGPH which contains the primary distribution pumps and the surge tanks.
- 6. Tunnel– The tunnel between the UGPH and RHTF containing the three primary bulk fuel pipelines.
- 7. RHTF – The RHTF contains the 20 primary bulk fuel storage tanks.

The FS systems are further broken down by sub-system as follows:

- 1. UGPH – The UGPH system includes all fire pump, foam pump, and nitrogen generation equipment within the UGPH.
- 2. SP – The SP system includes distribution piping serving fire suppression systems from the point of discharge from the UGPH to fire suppression risers and fire department connections, associated fittings, valves, fire department connections, and pressure reducing valves.
- 3. Preaction AFFF Fire Suppression (AFFF) – The AFFF fire suppression systems include piping, fittings, valves, and sprinklers.
- 4. WP – The WP includes piping, fittings, valves, and sprinklers.
- 5. FAMNS – The FAMNS includes all panels, equipment, and devices associated with the FAMNS system.

The fire alarm/mass notification system is further broken down by sub-system as follows:



1. Control – FAMNS control equipment including but not limited to fire alarm control panels, workstations, control modules, power supplies, transmitters, etc.
2. Notification – FAMNS notification equipment.
3. Initiation – FAMNS notification initiating equipment including but not limited to manual pull stations, heat detectors, monitor modules, etc.

The fuel systems, the boundary of each sub-system, and every major component and all associated equipment are shown in Figure AA.1 - Red Hill Bulk Fuel Storage Facility - Fuel Distribution System Schematic in the Appendix. Figure AA.2 – Mechanical Ventilation System Schematic provides a similar diagram for the ventilation system. The basic information on every major component and all associated equipment for the fuel and facility support systems is provided in Table AB.1 - Equipment Data in the Appendix.



C. LIFECYCLE ANALYSIS DEFINITIONS AND DESCRIPTIONS

1. Current Condition

The current condition assessment is primarily based upon the visual observations made during the site visit of March/April 2022 and any relevant support material provided in the GFI. We looked at every major component and its associated equipment during the site visit to verify its identification, estimate its installation date, and to determine its current condition. We also held numerous meetings with the local staff overseeing the operation and maintenance of the facility to gather all the available information.

In addition, the F-76, JP-5, JP-8, and FOR pipelines were inspected in accordance with API 570 as part of the overall effort under the referenced delivery order, and the recommendations can be found in the Fuel Transfer System Inspection Report. While the assessments noted in this report are very general in nature, the inspection report is very detailed and recommends numerous “urgent” repairs even in systems noted here as being in satisfactory or good condition.

We have assigned five easily understood levels of condition:

- a. Poor – The component is either barely useable or not in continuous use due to a lack of maintenance or old age and should not remain in service.
- b. Fair - The component is near the end of its useful life and should be able to remain in service for five years.
- c. Satisfactory – The component has been at least minimally maintained and should be able to remain in service for at least five years and potentially up to its service life with proper maintenance.
- d. Good – The component has been properly maintained and not overused. It should be able to remain in service for at least 10 years and potentially up to its service life with proper maintenance.
- e. Excellent – The component is relatively new, has been well maintained, and/or has not been used very much. It should be able to remain in service for its entire service life with proper maintenance.

The current condition assessments are noted in Table AB.1 - Equipment Data in the Appendix and were used to assist in the development of the lifecycle sustainment plan. It should be noted that some equipment will be upgraded, replaced, or removed by projects that have been awarded but not completed as of the condition assessment date noted above. For the purposes of this report, the indicated condition assumes the awarded but incomplete projects have been completed. Similarly, urgent facility upgrades recommended in the Fuel Transfer System Inspection Report are also assumed to have been completed.

As can be seen by the information in Table AB.1, the facility was generally found to be in fair to good condition considering it has been operated continuously since 1943. The facility still has some original equipment, but a large portion has been renovated and/or upgraded in various ways in the past 20 - 25 years. For instance, in the UGPH the (b) (3) (A) valves are all original equipment while the motorized (b) (3) (A) valves were installed in the 2000s, and the pump flow control valves were replaced in 2015.

2. Maintenance/Repair Requirements with Costs

All of the included maintenance and repair requirements in this report are those that are necessary beyond what is currently performed or contracted by the local Fleet Logistics Center (FLC) maintenance personnel. Thus, the routine maintenance/repair operations that are done in-house on a day-to-day basis and their associated costs are not included here.

Similarly, the included maintenance and repair requirements outlined in this report for fire protection systems are those that are necessary beyond what is currently contracted to Kinetics for recurring inspection, testing, and maintenance (ITM). The equipment identified as requiring maintenance or repair is based on schedules outlined in UFC 3-601-02, deficiencies noted in ITM reports, and deficiencies identified during the March/April 2022 site visit, as well as equipment likely to require repair or replacement over the next 15 years. Deficiencies noted in ITM reports that have had an IDIQ submitted are also not included in the maintenance and repair requirements. The costs are based on FY22 estimates that have been escalated to the indicated FY using a 2% annual escalation according to UFC 3-701-01 DoD Facilities Pricing Guide dated 17 March 2022 along with a volatility factor to account for the current unprecedented market and labor inflation. The costs assume that all related work across all systems and subsystems in each FY will be aggregated into one contract. The costs are rough order of magnitude estimates (+/- 25%) that only include the direct cost of the construction contract. The estimates assume that there is not any design effort. The costs do include the current 2.3 area cost factor for Red Hill, Hawaii from UFC 3-701-01. They do include the SIOH expenses related to the construction phase. They do not include any indirect costs that might be associated with the work (environmental issues, pre-design inspections/studies, etc.). They do include a contingency factor. See Table AB.2 - Cost Estimate Markups, Table AB.3 Cost Estimate Example and Table AB.4 - Cost Estimate Escalation Rates in the Appendix for additional information.

3. Time Frame

Due to the anticipated closure of the fuel distribution systems at the RHBFSF, the lifecycle sustainment plan of the fuel distribution systems' major components and associated equipment is only for the next five years. Therefore, the plan for the fuel distribution systems' major components should be considered less of a prescriptive schedule of preventive maintenance activities and more of a general budgetary plan based on our best rough estimate of the maintenance and repair activities that may occur over the next five years. It is doubtful the specific

activities for specific equipment items will occur as indicated, but the indicated programming amounts should cover the reasonable and customary maintenance and repair costs for this facility with typical use.

It bears noting that at least a portion of the UGPH will be used beyond the closure of the RHBFF since the UGPH is used to push fuel in other locations of the fuel system. The continued use of the UGPH will require modification and upgrades that will occur in future projects.

While the fuel distribution systems will be closed and decommissioned within the next five years, the rest of the RHBFSF will remain and needs to be maintained. Therefore, the plan for the fire protection systems' major components is for the next 15 years and should be considered a prescriptive schedule of preventive maintenance activities and their associated costs.

The detailed maintenance/repair requirements for each individual piece of equipment are found in Table AC.1 - Detailed Lifecycle Sustainment Plan in the Appendix.

4. Replacement vs. Minor Repair Triggers

The general rule of thumb is to replace a component when the repair cost is more than 50% of the replacement cost. Unfortunately, this simple rule is too rudimentary to be very valuable past the most basic situations at very low-cost thresholds. There are numerous other key elements of the component that should be explored, including: current age, remaining useful service life, spare parts availability, improvements/upgrades available, etc. Thus, the decision of replacement or repair is always a case-by-case decision, and it cannot be made without considering numerous facts. For the purposes of this report, our recommendations include a thoughtful consideration of the pertinent factors.

5. Service Life/Replacement Frequency

We have incorporated general industry practices as well as our own experience to determine the service life and replacement frequency for the many components of the facility. Due to the robust DoD specifications used for most of the POL equipment, the service life of many components within a system will exceed the availability for spare parts or the useful life of the system. Our recommendations are based on the shortest duration of the two options. The cost to replace a component have been calculated in the same manner as noted above for the maintenance/repair requirements. In the case of replacement, the cost also includes the required decommissioning of the existing component.

6. Facility Upgrades

The recommended facility upgrades are those that appear to be necessary beyond the maintenance/repair requirements noted in the section above. These upgrades are based upon a thorough review of the existing facility that was performed under the same contract as this effort.

See the Fuel Transfer System Inspection Report for additional details including the estimated costs.

The lifecycle sustainment plan assumes only the “urgent” facility upgrades recommended in the Fuel Transfer System Inspection Report will be performed in the immediate future. Thus, the plan includes the normal maintenance/repair/replacement activities that would be necessary after completion of the proposed work.

7. Decommissioning

As noted above, the decommissioning cost related to the replacement of a component is included in the replacement cost. In some rare cases, a component may simply become obsolete and no longer necessary to the system’s purpose. If that is the case, then the cost will simply be shown as a decommissioning cost only.

8. Potential Corrosion Failure Points

If a component is generally considered a corrosion risk, or if the component has had a history of corrosion at the facility, then it will be indicated as a potential corrosion failure point. This risk has also been incorporated into the maintenance/repair requirements and service life/replacement history recommendations.



D. LIFECYCLE SUSTAINMENT PLAN

Tables D.1 and D.2 on the following pages contain the Lifecycle Sustainment Plan Summary Tables broken down by system, sub-system, and major component. The first table contains the fuel systems based on a five-year window, and the second table contains the four facility support systems based on a 15-year window. For additional detail, see Table AC.1 - Detailed Lifecycle Sustainment Plan in the Appendix that provides the data down to each specific piece of equipment associated with each major component.



Table D.1 - Lifecycle Sustainment Plan - 5-Year Summary

System / Sub-System / Major Component	FY22 Program	FY23 Program	FY24 Program	FY25 Program	FY26 Program	FY27 Program	Grand Total
F-24	\$8,000	\$1,241,000	\$802,000	\$584,000	\$43,000	\$46,000	\$2,724,000
RHTF	\$0	\$0	\$152,000	\$0	\$0	\$0	\$152,000
T-0102	\$0	\$0	\$139,000	\$0	\$0	\$0	\$139,000
T-0103	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0104	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0105	\$0	\$0	\$13,000	\$0	\$0	\$0	\$13,000
T-0106	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tunnel	\$0	\$290,000	\$82,000	\$0	\$0	\$0	\$372,000
T-0102	\$0	\$290,000	\$82,000	\$0	\$0	\$0	\$372,000
UGPH	\$8,000	\$951,000	\$568,000	\$584,000	\$43,000	\$46,000	\$2,200,000
P-0209	\$0	\$780,000	\$13,000	\$38,000	\$0	\$0	\$831,000
P-0210	\$0	\$0	\$510,000	\$0	\$43,000	\$0	\$553,000
P-0211	\$0	\$0	\$0	\$546,000	\$0	\$46,000	\$592,000
T-0221	\$8,000	\$171,000	\$45,000	\$0	\$0	\$0	\$224,000
F-76	\$0	\$1,934,000	\$636,000	\$1,267,000	\$820,000	\$255,000	\$4,912,000
RHTF	\$0	\$0	\$0	\$587,000	\$0	\$0	\$587,000
T-0104	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0105	\$0	\$0	\$0	\$61,000	\$0	\$0	\$61,000
T-0106	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0107	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0108	\$0	\$0	\$0	\$239,000	\$0	\$0	\$239,000
T-0109	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0110	\$0	\$0	\$0	\$61,000	\$0	\$0	\$61,000
T-0112	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0113	\$0	\$0	\$0	\$165,000	\$0	\$0	\$165,000
T-0114	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0115	\$0	\$0	\$0	\$61,000	\$0	\$0	\$61,000
T-0116	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tunnel	\$0	\$548,000	\$0	\$0	\$0	\$0	\$548,000
T-0113	\$0	\$548,000	\$0	\$0	\$0	\$0	\$548,000
UGPH	\$0	\$1,386,000	\$636,000	\$680,000	\$820,000	\$255,000	\$3,777,000
P-0201	\$0	\$588,000	\$0	\$0	\$104,000	\$188,000	\$880,000
P-0202	\$0	\$519,000	\$45,000	\$0	\$0	\$0	\$564,000
P-0203	\$0	\$0	\$581,000	\$48,000	\$0	\$0	\$629,000
P-0204	\$0	\$0	\$0	\$622,000	\$51,000	\$0	\$673,000
P-0205	\$0	\$0	\$0	\$0	\$665,000	\$55,000	\$720,000
T-0223	\$0	\$279,000	\$10,000	\$10,000	\$0	\$12,000	\$311,000
T-0224	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FOR	\$0	\$0	\$1,349,000	\$0	\$0	\$0	\$1,349,000
Adit	\$0	\$0	\$1,349,000	\$0	\$0	\$0	\$1,349,000
T-0311	\$0	\$0	\$1,349,000	\$0	\$0	\$0	\$1,349,000
RHTF	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tunnel	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0311	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UGPH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0221	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0222	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0223	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0224	\$0	\$0	\$0	\$0	\$0	\$0	\$0
JP-5	\$8,000	\$1,321,000	\$790,000	\$807,000	\$373,000	\$67,000	\$3,366,000
RHTF	\$0	\$0	\$95,000	\$188,000	\$322,000	\$0	\$605,000
T-0102	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0104	\$0	\$0	\$13,000	\$0	\$0	\$0	\$13,000
T-0106	\$0	\$0	\$82,000	\$0	\$0	\$0	\$82,000
T-0107	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0108	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0109	\$0	\$0	\$0	\$87,000	\$0	\$0	\$87,000
T-0110	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0111	\$0	\$0	\$0	\$0	\$322,000	\$0	\$322,000
T-0112	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0113	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0114	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0115	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0116	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0117	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0118	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T-0120	\$0	\$0	\$0	\$101,000	\$0	\$0	\$101,000
Tunnel	\$0	\$290,000	\$82,000	\$0	\$0	\$0	\$372,000
T-0107	\$0	\$290,000	\$82,000	\$0	\$0	\$0	\$372,000
UGPH	\$8,000	\$1,031,000	\$613,000	\$619,000	\$51,000	\$67,000	\$2,389,000
P-0206	\$0	\$869,000	\$36,000	\$14,000	\$0	\$55,000	\$974,000
P-0207	\$0	\$0	\$567,000	\$0	\$51,000	\$0	\$618,000
P-0208	\$0	\$0	\$0	\$605,000	\$0	\$0	\$605,000
T-0222	\$8,000	\$162,000	\$10,000	\$0	\$0	\$12,000	\$192,000
Grand Total	\$16,000	\$4,496,000	\$3,577,000	\$2,658,000	\$1,236,000	\$368,000	\$12,351,000

Table D.2 - Lifecycle Sustainment Plan - 15-Year Summary

System / Sub-System / Major Component	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	Grand Total
	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt	Program Amt
RT	\$0	\$0	\$0	\$0	\$0	\$4,684,000	\$0	\$185,000	\$59,000	\$192,000	\$393,000	\$313,000	\$154,000	\$336,000	\$119,000	\$0	\$6,435,000
Adit	\$0	\$0	\$0	\$0	\$0	\$3,359,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,359,000
T-R001	\$0	\$0	\$0	\$0	\$0	\$1,325,000	\$0	\$185,000	\$59,000	\$192,000	\$393,000	\$313,000	\$154,000	\$336,000	\$119,000	\$0	\$3,076,000
RHTF	\$0	\$0	\$0	\$0	\$0	\$244,000	\$0	\$80,000	\$23,000	\$23,000	\$147,000	\$24,000	\$0	\$40,000	\$0	\$0	\$558,000
SP-DOOR-2-1	\$0	\$0	\$0	\$0	\$0	\$244,000	\$0	\$22,000	\$59,000	\$23,000	\$37,000	\$136,000	\$0	\$40,000	\$0	\$0	\$561,000
SP-DOOR-3-1	\$0	\$0	\$0	\$0	\$0	\$244,000	\$0	\$22,000	\$0	\$83,000	\$37,000	\$24,000	\$14,000	\$40,000	\$0	\$0	\$564,000
SP-DOOR-4-1	\$0	\$0	\$0	\$0	\$0	\$244,000	\$0	\$22,000	\$0	\$23,000	\$96,000	\$24,000	\$0	\$157,000	\$0	\$0	\$568,000
SP-DOOR-5-1	\$0	\$0	\$0	\$0	\$0	\$231,000	\$0	\$22,000	\$0	\$23,000	\$37,000	\$48,000	\$0	\$119,000	\$0	\$0	\$480,000
SP-DOOR-C-1	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$17,000	\$0	\$17,000	\$37,000	\$67,000	\$40,000	\$59,000	\$0	\$0	\$345,000
SP-DOOR-OL-5	\$0	\$0	\$0	\$0	\$0	\$930,000	\$0	\$0	\$360,000	\$0	\$0	\$0	\$836,000	\$1,186,000	\$0	\$0	\$5,997,000
Vent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Adit	\$0	\$0	\$216,000	\$232,000	\$124,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$304,000	\$310,000	\$158,000	\$0	\$1,344,000
EF-6A	\$0	\$0	\$216,000	\$232,000	\$124,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$304,000	\$310,000	\$158,000	\$0	\$1,344,000
Adit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EF-1A	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Adit	\$0	\$0	\$0	\$232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE-1A	\$0	\$0	\$0	\$232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RHTF	\$0	\$0	\$108,000	\$116,000	\$186,000	\$0	\$0	\$0	\$360,000	\$0	\$0	\$0	\$152,000	\$156,000	\$238,000	\$0	\$1,316,000
EF-1A	\$0	\$0	\$108,000	\$116,000	\$186,000	\$0	\$0	\$0	\$288,000	\$0	\$0	\$0	\$152,000	\$156,000	\$238,000	\$0	\$548,000
EF-2A	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE-1A	\$0	\$0	\$0	\$116,000	\$186,000	\$0	\$0	\$0	\$72,000	\$0	\$0	\$0	\$0	\$156,000	\$238,000	\$0	\$768,000
Tunnel	\$0	\$0	\$0	\$232,000	\$248,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$310,000	\$316,000	\$0	\$1,299,000
EF-2A	\$0	\$0	\$0	\$232,000	\$248,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$310,000	\$316,000	\$0	\$1,299,000
UGPH	\$0	\$0	\$270,000	\$0	\$372,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380,000	\$0	\$474,000	\$0	\$1,496,000
EF-6A	\$0	\$0	\$270,000	\$0	\$372,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380,000	\$0	\$474,000	\$0	\$1,496,000
FS	\$121,065	\$11,564	\$5,087	\$5,443	\$5,824	\$144,176	\$6,356	\$6,483	\$6,613	\$6,745	\$133,936	\$7,018	\$7,447	\$7,301	\$7,158	\$175,886	\$658,101
PH	\$87,587	\$4,542	\$5,087	\$5,443	\$5,824	\$123,440	\$6,356	\$6,483	\$6,613	\$6,745	\$133,936	\$7,018	\$7,447	\$7,301	\$7,158	\$147,878	\$568,856
FP	\$87,587	\$4,542	\$5,087	\$5,443	\$5,824	\$123,440	\$6,356	\$6,483	\$6,613	\$6,745	\$133,936	\$7,018	\$7,447	\$7,301	\$7,158	\$147,878	\$568,856
AFFF	\$11,820	\$7,022	\$0	\$0	\$0	\$2,658	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,501
AF-1	\$2,364	\$0	\$0	\$0	\$0	\$532	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,896
AF-2	\$2,364	\$0	\$0	\$0	\$0	\$532	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,896
AF-3	\$2,364	\$7,022	\$0	\$0	\$0	\$532	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,918
AF-4	\$2,364	\$0	\$0	\$0	\$0	\$532	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,896
AF-5	\$2,364	\$0	\$0	\$0	\$0	\$532	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,896
WP	\$21,688	\$0	\$0	\$0	\$0	\$5,317	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,983
WP-1	\$692	\$0	\$0	\$0	\$0	\$1,063	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,757
WP-2	\$3,402	\$0	\$0	\$0	\$0	\$2,127	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,529
WP-3	\$8,762	\$0	\$0	\$0	\$0	\$1,063	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,825
WP-4	\$8,762	\$0	\$0	\$0	\$0	\$1,063	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,825
SP	\$0	\$0	\$0	\$0	\$0	\$12,761	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,761
LTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP-3A	\$0	\$0	\$0	\$0	\$0	\$4,254	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,254
SP-3B	\$0	\$0	\$0	\$0	\$0	\$4,254	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,254
SP-3C	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP-3D	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP-3E	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP-3F	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FAMNS	\$3,986	\$0	\$0	\$0	\$0	\$6,932,287	\$0	\$0	\$0	\$0	\$4,564	\$0	\$0	\$0	\$0	\$0	\$8,556,589
Control	\$3,986	\$0	\$0	\$0	\$0	\$6,932,287	\$0	\$0	\$0	\$0	\$4,564	\$0	\$0	\$0	\$0	\$0	\$8,556,589
Power	\$3,986	\$0	\$0	\$0	\$0	\$6,932,287	\$0	\$0	\$0	\$0	\$4,564	\$0	\$0	\$0	\$0	\$0	\$8,556,589
Grand Total	\$125,051	\$204,564	\$599,087	\$817,443	\$935,824	\$11,760,464	\$6,356	\$191,483	\$425,613	\$198,745	\$531,500	\$320,018	\$997,447	\$1,429,301	\$1,312,158	\$8,741,475	\$28,596,627



E. APPENDIX



Figure AA.1
Red Hill Bulk Fuel Storage Facility – Fuel Distribution System Schematic



Table AB.1
Equipment Data



System	Sub-System	Major Component	Equipment Type	Equipment Tag No.	Size	Pressure Class	Manufacturer	Model	Motor/Actuator Infr	Motor/Actuator Model	Motor/Actuator RPM/S	Motor/Actuator HP	Motor/Actuator Voltage	Inital Date	Notes	FY22 Current Projects	FY22 Current Condition
(b) (3) (A)	RT	Valve	SP-DOOR-3-1	SP-DOOR-3-1	7865	Actuatic	7865				1750	40	2017	1000gpm / 801H Head Door 3		Excellent	
	RT	Valve	SP-DOOR-3-2	SP-DOOR-3-2	7865	Actuatic	7865				1750	40	2017	1000gpm / 801H Head Door 3		Excellent	
	RT	Valve	SP-DOOR-3-3	SP-DOOR-3-3	7865	Actuatic	7865				1750	40	2017	1000gpm / 801H Head Door 3		Excellent	
	RT	Valve	SP-DOOR-3-4	SP-DOOR-3-4	7865	Actuatic	7865				1750	40	2017	1000gpm / 801H Head Door 3		Excellent	
	RT	Valve	SP-DOOR-3-5	SP-DOOR-3-5	7865	Actuatic	7865				1750	40	2017	1000gpm / 801H Head Door 3		Excellent	
	RT	Valve	SP-DOOR-4-1	SP-DOOR-4-1	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-2	SP-DOOR-4-2	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-3	SP-DOOR-4-3	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-4	SP-DOOR-4-4	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-5	SP-DOOR-4-5	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-6	SP-DOOR-4-6	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-7	SP-DOOR-4-7	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-8	SP-DOOR-4-8	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-9	SP-DOOR-4-9	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-10	SP-DOOR-4-10	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-11	SP-DOOR-4-11	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-12	SP-DOOR-4-12	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-13	SP-DOOR-4-13	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-14	SP-DOOR-4-14	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-15	SP-DOOR-4-15	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-16	SP-DOOR-4-16	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-17	SP-DOOR-4-17	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-18	SP-DOOR-4-18	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-19	SP-DOOR-4-19	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-20	SP-DOOR-4-20	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-21	SP-DOOR-4-21	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-22	SP-DOOR-4-22	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-23	SP-DOOR-4-23	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-24	SP-DOOR-4-24	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-25	SP-DOOR-4-25	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-26	SP-DOOR-4-26	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-27	SP-DOOR-4-27	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-28	SP-DOOR-4-28	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-29	SP-DOOR-4-29	761	Actuatic	761							2017	Door 3		Excellent
	RT	Valve	SP-DOOR-4-30	SP-DOOR-4-30	761	Actuatic	761							2017	Door 3		Excellent

Table A.B.3 - Equipment Data

Notes: Door 3, Door 4, Door 5, Door 6, Door 7, Door 8, Door 9, Door 10, Door 11, Door 12, Door 13, Door 14, Door 15, Door 16, Door 17, Door 18, Door 19, Door 20, Door 21, Door 22, Door 23, Door 24, Door 25, Door 26, Door 27, Door 28, Door 29, Door 30, Door 31, Door 32, Door 33, Door 34, Door 35, Door 36, Door 37, Door 38, Door 39, Door 40, Door 41, Door 42, Door 43, Door 44, Door 45, Door 46, Door 47, Door 48, Door 49, Door 50, Door 51, Door 52, Door 53, Door 54, Door 55, Door 56, Door 57, Door 58, Door 59, Door 60, Door 61, Door 62, Door 63, Door 64, Door 65, Door 66, Door 67, Door 68, Door 69, Door 70, Door 71, Door 72, Door 73, Door 74, Door 75, Door 76, Door 77, Door 78, Door 79, Door 80, Door 81, Door 82, Door 83, Door 84, Door 85, Door 86, Door 87, Door 88, Door 89, Door 90, Door 91, Door 92, Door 93, Door 94, Door 95, Door 96, Door 97, Door 98, Door 99, Door 100.

Table 403.3 - Equipment Data

System	Sub-System	Major Component	Equipment Type	Equipment Tag No.	Size	Pressure Class	Manufacturer	Model	Motor/Actuator HP	Motor/Actuator RPM/s	Motor/Actuator Voltage	Install Date	Notes	FY22 Current Projects	FY22 Current Condition
Wet	RTF	RTF-A		(b) (3) (A)			Buckin	F5060-2				2014	Line for 21 Exhaust Tank - Upper		Satisfactory
Wet	RTF	RTF-A		(b) (3) (A)			Buckin	F5060-2				2014	Line for 21 Exhaust Tank - Upper		Satisfactory
Wet	RTF	RTF-A		(b) (3) (A)			Buckin	F5060-2				2014	Exhaust Shaft to AG16 - Upper		Satisfactory
Wet	RTF	RTF-A		(b) (3) (A)			Buckin	F5060-2				2014	Exhaust Shaft to AG16 - Lower		Satisfactory
Wet	Turned	EP-2A		(b) (3) (A)			Greenheck	H48BW413X-D-1	20	1795	400	2014	Centrifugal Belt Backdraft Damper #18-120 New Motor Only		Satisfactory
Wet	Turned	EP-2A		(b) (3) (A)			Greenheck	H48BW413X-D-1	20	1795	400	2017	Centrifugal Belt Backdraft Damper #18-120 New Motor Only		Satisfactory
Wet	Turned	EP-2A		(b) (3) (A)			Greenheck	H48BW413X-D-1	20	1795	400	2014	Centrifugal Belt Backdraft Damper #18-120 New Motor Only		Satisfactory
Wet	Turned	EP-2A		(b) (3) (A)			Greenheck	H48BW413X-D-1	15	1795	400	2017	Centrifugal Belt Backdraft Damper #18-120 New Motor Only		Satisfactory
Wet	Turned	EP-2A		(b) (3) (A)			Greenheck	F5060-2				2017	Centrifugal Belt Backdraft Damper #18-120 New Motor Only		Satisfactory
Wet	Turned	EP-2A		(b) (3) (A)			Greenheck	F5060-2				2017	Centrifugal Belt Backdraft Damper #18-120 New Motor Only		Satisfactory
Wet	UGPH	EP-6A		(b) (3) (A)			Puron Ventilation Inc	278BW4110D1	5	1795	400	2014	Centrifugal Belt Backdraft Damper #18-120 New Motor Only		Satisfactory
Wet	UGPH	EP-6A		(b) (3) (A)			Puron Ventilation Inc	20338C				2014	Centrifugal/Inline Belt Backdraft Damper #18-120 New Motor Only		Satisfactory
Wet	UGPH	EP-6A		(b) (3) (A)			Greenheck	H48BW413X-D-1	15	1795	400	2014	Centrifugal/Inline Belt Backdraft Damper #18-120 New Motor Only		Satisfactory
Wet	UGPH	EP-6A		(b) (3) (A)			Greenheck	H48BW413X-D-1	15	1795	400	2014	Centrifugal/Inline Belt Backdraft Damper #18-120 New Motor Only		Satisfactory
Wet	UGPH	EP-6A		(b) (3) (A)			Puron Ventilation Inc	H40318				2014	Centrifugal/Inline Belt Backdraft Damper #18-120 New Motor Only		Satisfactory
Wet	UGPH	EP-6A		(b) (3) (A)			Puron Ventilation Inc	H40318				2014	Centrifugal/Inline Belt Backdraft Damper #18-120 New Motor Only		Satisfactory

Table AB.2
Cost Estimate Markups

Table AB.2 - Cost Estimate Markups	
Item	Markup Percentage
Design Phase	25.00%
Prime Contractor Overhead	37.00%
Project Office OH	15.00%
Home Office OH	5.00%
Profit	10.00%
Bond	1.00%
Insurance	1.00%
Excise Tax	5.00%
ROM Estimate	155.00%
Area Cost Factor	130.00%
ROM Accuracy	25.00%
Owner Expenses	13.00%
DoD SIOH	8.00%
DoD Contingency	5.00%

Table AB.3
Cost Estimate Example

Table AB.3 - Cost Estimate Example	
\$1M Project Example	Amount
Design Phase	\$250,000
Contract Award	\$3,493,500
Construction Labor/Material	\$1,000,000
Prime Contractor Overhead	\$370,000
ROM Estimate Adjustment	\$2,123,500
Owner SIOH/Contigency	\$486,655
Programming Amount	\$4,230,155
Overall Markup (rounded)	4.3

Table AB.4
Cost Estimate Escalation Rates

Table AB.4 - Cost Estimate Escalation Rates				
FY	Annual Escalation	Volatility Factor	Accumulated Escalation	Notes
FY2022			100.00%	Base Year
FY2023	2.00%	10.00%	112.00%	Volatility factor added for current market/labor inflation.
FY2024	2.00%	10.00%	125.44%	Volatility factor added for current market/labor inflation.
FY2025	2.00%	5.00%	134.22%	Volatility factor added for current market/labor inflation.
FY2026	2.00%	5.00%	143.62%	Volatility factor added for current market/labor inflation.
FY2027	2.00%	5.00%	153.67%	Volatility factor added for current market/labor inflation.
FY2028	2.00%		156.74%	
FY2029	2.00%		159.88%	
FY2030	2.00%		163.08%	
FY2031	2.00%		166.34%	
FY2032	2.00%		169.66%	
FY2033	2.00%		173.06%	
FY2034	2.00%		176.52%	
FY2035	2.00%		180.05%	
FY2036	2.00%		183.65%	
FY2037	2.00%		187.32%	



Table AC.1
Detailed Lifecycle Sustainment Plan



Table AC.1 Detailed Lifecycle Sustainment Plan

System	Sub System	Major Component	Equipment Type	Equipment Tag No.	FY35		FY36		FY37	
					M/R/R Activity	Program Amt	M/R/R Activity	Program Amt	M/R/R Activity	Program Amt
FS	PH	FP	(b)	FP-1						
FS	PH	FP	(3)	FP-1						
FS	AF	AE-1	(A)							
FS	AF	AE-1	(b)							
FS	AF	AE-2	(3)							
FS	AF	AE-2	(A)							
FS	AF	AF-3	(b)							
FS	AF	AF-3	(3)							
FS	AF	AF-4	(A)							
FS	AF	AF-4	(b)							
FS	WP	WP-1	(b)							
FS	WP	WP-2	(3)							
FS	WP	WP-2	(A)							
FS	WP	WP-3	(b)							
FS	WP	WP-3	(3)							
FS	WP	WP-4	(A)							
FS	WP	WP-4	(b)							
FS	SP	LTS	(b)							
FS	SP	LTS	(3)							
FS	SP	ADIT3	(A)							
FS	SP	ADIT3	(b)							
FS	SP	ADIT3	(3)							
FS	SP	ADIT3	(A)							
FS	SP	ADIT3	(b)							
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FS	SP	ADIT3	(b)							
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FS	SP	ADIT3	(3)							



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