

1 GENERAL

1.1 Project Description

The purpose of this project is part of an effort to provide Various Base Improvements on the Mihail Kogălniceanu (MK) Air Base in Romania. The efforts will be split into three individual Design-Build (D-B) Request for Proposal (RFP) Packages, each consisting of various objectives:

MULTIMODAL IMPROVEMENTS (MI)

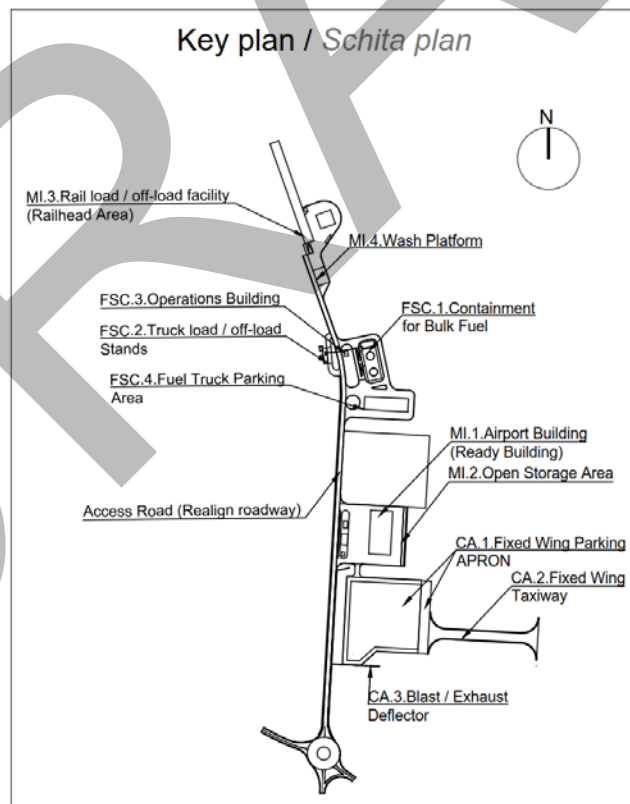
- MI-1: Airport Building (Ready Building)
 - MI-1a: Airfield Terminal and Ready Building
 - MI-1b: Shipping and Receiving Areas
 - MI-1c: Overhead Protection, Pallet Area
- MI-2: Open Storage Area
- MI-3: Rail load / off-load facility (Railhead Area)
- MI-4: Wash Platform

CARGO APRON (CA)

- CA-1: Fixed Wing Parking Apron
- CA-2: Fixed Wing Taxiway
- CA-3: Blast / Exhaust Deflector

FUEL STORAGE CAPACITY (FSC)

- FSC-1: Containment for Bulk Fuel
- FSC-2: Truck load / off-load Stands
- FSC-3: Operations Building



Currently there is no Master Plan in place for the MK Installation; the infrastructure is not yet developed. As part of this project the Contractor shall provide extensive road work and utility connections, such as for water, storm water and electricity. Roads and especially the utility connections are essential for the operation of each objective and therefore mostly need to be provided at project start or beforehand. Since further projects are being developed and built parallel to this project, such as the NATO Security Investment Program (NSIP) project (NSIP is not part of this contract), the Contractor will be required to closely and continuously coordinate the design and construction with the Government, local authorities and adjacent projects and to check and revise all of the assumptions made as part of the current 35%-Design.

This RFP Package contains the design parameters for Multimodal Improvements (MI) on a 35%-Design (Concept Design) level; it is based on the applicable laws and regulations and on user information provided to date. The Cargo Apron and the Fuel Storage Capacity will be separate contracts.

The purpose of these documents is to assist the Contractor in estimating the level of effort required for the project. The goal is to design and build a project which shall meet the user's requirements and comply with the all applicable building, health and safety as well as Host Nation (Romanian) and U.S. Army codes and regulations.

1.2 Project Priorities / Phasing

Since no Master Plan is in place for the installation and all of the objectives of the Multimodal Improvements, Cargo Apron and Fuel Storage Capacity projects (only Multimodal Improvements are part of this contract) share one infrastructure (roads and utilities), but will be awarded and executed independently the assumed phasing of the projects is described hereafter. Also refer to chapter: Project Description.

In order to ensure the required utilities are in place before completion of each project it is assumed that the projects will be awarded, designed and constructed hand-in-hand. The completion of the Railhead and Utilities infrastructure shall have Priority 1. Within the Multimodal Improvements – the design and construction of the utilities and roads and Railhead shall have priority, followed by the Ready Building (Priority 2). The Cargo Apron shall have Priority 3, but it is expected to be completed in approximately the same time as the Ready Building in order to ensure complementary functionality. The Fueling Area shall be Priority 4, but shall be started as early as possible after completion of the utility and roadwork provided with the Multimodal Improvements project.

Priority 1: Multimodal Improvements – Railhead Area and Utilities Infrastructure

- Design and Construct new road and utilities, including a new retention basin on the TFOS (southwest of the roundabout)
- Design and Construction of the Railhead.
- Design and Construct new Transformer Station and Backup Generator on the Ready Building project site. Optionally provide an additional Backup Generator for the projects. The new Transformer Station shall be capable to accommodate in a dedicated room, a main distribution board MDB.T from which the low voltage installation will be distributed to each project. In the same space a 4P automatic transfer switch ATS will be provided.
- Design and Construct new electrical network (manholes and conduits) for low voltage LV and security systems SS, from the Multimodal Improvement project sites and from the connection points at the Cargo Apron and Fuel Storage Capacity project sites to the new Transformer Station on the Ready Building project site;
- Design and Construct new electrical network (manholes and conduits) for medium voltage MV feed lines from the new Transformer Station to a manhole located near (s/w of) the roundabout and from there directly buried to an existing electrical sub-distribution on the TFOS (south of the roundabout) or optionally the PFOS. At the time of this 35%-Design it is not known which of the sub-distributions can

be utilized. The use of the Sub-Station on the PFOS requires an easement to be in place for the land along the connecting road. The connection either to PFOS or TFOS may require an upgrade of the existing electrical substation.

- Connect the MV lines to the existing transformer station ETS1 or ETS2. After the completion of works for the MV lines, the new transformer station NTS should be completely functional. The approximate length of the MV lines from the last manhole in SW of the roundabout to ETS1 is around 320m and to ETS2 is around 600m.
- Design and Construct new optical fiber connection to Ready Building and to Railhead Area. The optical fiber cables will use the conduits provided along the road, and the connection to an existing splitter is indicated to be made from the Operation Building in the South of the new Cargo Apron.
- Design and Construct new sewer network from the Multimodal Improvements project sites to the existing network on the TFOS south of the roundabout.
- Design and Construct new potable water network from the Multimodal Improvement project sites and the Fuel Storage Capacity project site to a manhole located near the roundabout and from there to the existing network on the TFOS south of the roundabout. Optionally the new potable water network shall be connected to the existing network on the PFOS.
- Design and Construct new storm water network from the Multimodal Improvements project sites to the newly constructed retention basin on the TFOS (southwest of the roundabout)..
- Design and Construct new fire protection network (hydrants, piping) from the Multimodal Improvements project sites to the connection point at the Cargo Apron project site; Design and Construct new pump station and storage tank on the Ready Building storage site.

Priority 2: Multimodal Improvements - Ready Building Area

- Design and Construction of the Ready Building incl. all functions described in this Design Analysis
- Connect all of the utilities from the project site to the new utility networks at the project site's connection points.

Priority 3: Cargo Apron

- Design and Construction of a Cargo Apron. It is expected that the Cargo Apron and the Ready Building will be completed at approximately the same time.
- Connect all of the utilities from the project site to the new utility networks at the project site's connection points, including new cabling in the existing conduits that were installed under Priority 1 phase – Utilities infrastructure

Priority 4: Fuel Storage Capacity

- Design and Construction of a new fuel storage facility with two fuel storage capacities for 1,893M Liters (500.000 Gallons) each.
- Connect all of the utilities from the project site to the new utility networks at the project site's connection points, including new cabling in the existing conduits that were installed under Priority 1 phase – Utilities infrastructure.