

# Municipality of Anchorage

Dave Bronson, Mayor  
Purchasing Department

January 18, 2024

## REQUEST FOR PROPOSAL

RFP 2024P001

### Port of Alaska Modernization Program Construction Services for Terminal 1 (T1) Replacement

The Municipality of Anchorage is an equal opportunity employer.

Enclosed is pertinent information for use in preparing your proposal.

Pre-Proposal Conference (non-mandatory):	<b><u>3:00 P.M. Local Time, February 7, 2024</u></b>
Questions Due:	<b><u>12:00 Noon Local Time, February 12, 2024</u></b>
PFP Step 1 Proposals Due:	<b><u>12:00 Noon Local Time, March 31, 2024</u></b>

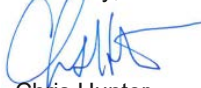
If applicable, the call-in phone number for Pre-Bid Conferences is 907-343-6089. Conference lines are opened 5 minutes prior to the Pre-Bid Conference times. To attend meetings in person; you may do so at 632 W. 6th Avenue, Suite 520, Anchorage, AK 99501. In person meetings are not required. FOR AUXILIARY AIDS, SERVICES, OR SPECIAL MODIFICATIONS TO PARTICIPATE PLEASE CONTACT THE PURCHASING DEPARTMENT TO REQUEST REASONABLE ACCOMMODATIONS AT 907-343-4590; FAX 907-343-4595; OR [wwpur@muni.org](mailto:wwpur@muni.org)

For further information or questions contact Purchasing at [email \*\*wwpur@muni.org\*\*](mailto:wwpur@muni.org). All correspondence should include the Request for Proposal number and title. All Request For Proposal questions should be emailed to the above purchasing email address. **DO NOT contact the specified department directly**. It is your responsibility to periodically check the website for addenda.

Note, no technical or environmental questions (i.e., questions pertaining to the design drawings and permits) will be answered during the Step 1 Written Proposal phase of the procurement process.

The Municipality of Anchorage reserves the right to reject any and all proposals and to waive any informalities in procedures.

Sincerely,



Chris Hunter

Deputy Purchasing Director

**MUNICIPALITY OF ANCHORAGE  
PORT OF ALASKA MODERNIZATION PROGRAM  
CONSTRUCTION SERVICES FOR TERMINAL 1 (T1) REPLACEMENT  
REQUEST FOR PROPOSAL NO. 2024P001**

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**1.0 GENERAL INFORMATION**

1.1 Purpose

The Municipality of Anchorage (MOA) is soliciting proposals from qualified construction contractors to provide constructions services for the Port of Alaska Modernization Program (PAMP) Terminal 1 (herein referred to as "T1" or "Project."). Only one Contract will be awarded under this Request for Proposal (RFP). Included herein are instructions governing the proposal, a description of the work to be performed, requirements that will be met to be eligible for consideration, evaluation criteria, and other requirements to be met by each Proposer. Rules governing selection of the contractor are provided in Section 2 of this RFP.

1.1.1 Procurement Overview

The MOA will be using a two-step procurement process. In lieu of the typical MOA Invitation to Bid (ITB) for procuring construction services, Contractors will be pre-qualified in Step 1 Written Proposal; by providing a written proposal as requested in this RFP. All qualified contractors will then be shortlisted through a quality-based selection process. Only qualified contractors will be invited to bid on the project (Step 2 Cost Proposal [Bids]). The qualified contractor submitting the lowest bid in Step 2 will be selected for the contract. NOTE: Scores from the Step 1 Written Proposals will not be used for final selection of the proposers and only Contractors pre-qualified will be invited to submit a bid in Step 2.

### 1.1.2 Program Background

The Port of Alaska's Modernization Program (PAMP) will replace Anchorage's aging docks and related infrastructure to:

- Improve operational safety and efficiency.
- Accommodate modern shipping operations.
- Improve resiliency – to survive extreme seismic events and sustain ongoing cargo operations.

Phase 2B of the PAMP includes the replacement of the existing general cargo docks. The replacement effort is urgently needed due to severe corrosion of the foundation piles and deteriorating structural conditions at the Port of Alaska's (Port's) Terminals 1, 2 and 3, which serve the containerized cargo trade, heavy-sealift, cruise ship, and military sealift activities.

The new terminal will replace the existing terminal with a seismically capable structure built 140 feet seaward of the existing docks in order to reduce sedimentation impact, improve berthing safety, and allow construction of the new terminals while the Port remains operational. This project is expected to be funded from federal, state, and local sources and will require compliance with the Build America, Buy America (BABA) Act. T1 is being designed and constructed under phase 2B of the PAMP as shown graphically below:

**PHASE 1 – 2018-2022**



**PHASE 2A – 2022-2024**



**PHASE 2B – 2025-2030**



Phase 2B will provide two general purpose cargo terminals configured on a continuous berth line. The new T1 will support lift-on/lift-off (LOLO) and general cargo operations. In addition to the wharf, the replacement effort will include access trestles, ship-to-shore (STS) gantry crane accommodations, marine mooring appurtenances, servicing utilities, landside ground improvements and adjacent site development. Procurement and commissioning of the gantry cranes will be the responsibility of others; however, coordination with delivery and commissioning will be required.

1.2 Anticipated Project Timeline

Subject to change, the anticipated major milestones for the T1 construction are as follows:

Notice To Proceed	October 2024
Partially Substantial Completion (to support ship-to-shore crane delivery)	October 2027
Substantial Completion	November 2028
Final Completion	December 2028

1.3 Questions

Any questions regarding this proposal are to be submitted in writing to:

Municipality of Anchorage  
Purchasing Department  
wwpur@muni.org

For ease of identification please identify the RFP number 2024P001 and the RFP title, Construction Services for Terminal 1 (T1) Replacement, in the subject line of any correspondence.

Purchasing Office hours of operation are: 8:00 a.m. to 5:00 p.m. local time Monday through Friday, excluding Municipal holidays. All questions regarding the scope of work must be received prior to the deadline indicated on the RFP cover letter.

1.4 Preparation Costs

The MOA shall not be responsible for proposal preparation costs, nor for costs including attorney fees associated with any (administrative, judicial, or otherwise) challenge to the determination of the highest ranked Proposer and/or award of contract and/or rejection of proposal. By submitting a proposal each Proposer agrees to be bound in this respect and waives all claims to such costs and fees.

**2.0 RULES GOVERNING COMPETITION**

2.1 Examination of Proposals

Proposers should carefully examine the entire RFP and any addenda thereto, and all related materials and data referenced in the RFP. Proposers should become fully aware of the nature of the work and the conditions likely to be encountered in performing the work.

## 2.2 Proposal Acceptance Period

Award of this proposal is anticipated to be announced within 14 calendar days of opening of Step 2 Cost Proposals (Bids), although all offers must be complete and irrevocable for 90 calendar days following the submission date of Step 2 Cost Proposals (Bids).

## 2.3 Proposal Format

Proposals are to be prepared in such a way as to provide a straightforward, concise delineation of the Proposer's capabilities to satisfy the requirements of this RFP. Emphasis should be concentrated on:

- 1) Conformance to the RFP instructions
- 2) Responsiveness to the RFP requirements
- 3) Completeness and clarity of content

## 2.4 Signature Requirements

All proposals must be signed by: an officer or other agent of a corporate vendor if authorized to sign contracts on its behalf; a member of a partnership; the owner of a privately-owned vendor; or other agent if properly authorized by a power of attorney or equivalent document. Signature on the "Letter of Transmittal" (See Paragraph 4.3.4) will meet this requirement. *Instructions for Step 2 Cost Proposals (Bids) will be provided to short-listed proposers following Step 1 Written Proposal evaluation.*

Failure to sign the proposal is grounds for rejection. The name and title of the individual(s) signing the proposal must be clearly shown immediately below the signature.

## 2.5 Proposal Submission Requirements

2.5.1 ONE ORIGINAL, single sided unbound, complete copy of the proposal must be received by the Municipality of Anchorage prior to the date and time specified in the cover letter.

The Proposal shall, at a minimum, contain the following information:

1. Step 1 Written Proposal

2.5.2 IN ADDITION to the copies required by Paragraph 2.6.1., provide a flash drive containing a PDF copy of the complete proposal, including attachments, must also be provided.

2.5.3 All copies of the proposals are requested to be submitted in a single sealed cover which should be plainly marked as a Request for Proposal Response with the Number and Title prominently displayed on the outside of the package.

2.5.4 Proposals must be delivered or mailed and postmarked to:

Physical Address

Municipality of Anchorage  
Purchasing Department  
632 W. Sixth Avenue, Suite 520  
Anchorage, AK 99501

2.6 News Releases

News releases by or on the behalf of any Proposer pertaining to the award resulting from the RFP shall not be made without prior written approval of the Municipal Purchasing Director.

2.7 Disposition of Proposals

All materials submitted in response to this RFP will become the property of the Municipality of Anchorage. One copy of the submitted material shall be retained for the official files of the Purchasing Department and will become public record after award of the Contract.

2.8 Oral Change / Interpretation

No oral change or interpretation of any provision contained in this RFP is valid whether issued at a pre-proposal conference or otherwise. Written addenda will be issued when changes, clarifications, or amendments to proposal documents are deemed necessary by the Municipality of Anchorage.

2.9 Modification / Withdrawal of Proposals

A Proposer may withdraw a proposal at any time prior to the final submission date by sending written notification of its withdrawal, signed by an agent authorized to represent the agency. The Proposer may thereafter submit a new proposal prior to the final submission date; or submit written modification or addition to a proposal prior to the final submission date.

Modifications offered in any other manner, oral or written will not be considered. A final proposal cannot be changed or withdrawn after the submission date, except for modifications requested by the Municipality of Anchorage after the date of receipt and following oral presentations.

2.10 Late Submissions

**PROPOSALS NOT RECEIVED BY THE DATE AND TIME AND AT THE LOCATION SPECIFIED IN THE RFP COVER LETTER WILL NOT BE CONSIDERED AND WILL BE RETURNED UNOPENED.**

## 2.11 Rejection of Proposals

The Municipality of Anchorage reserves the right to reject any or all proposals if determined to be in the best interest of the Municipality of Anchorage.

## 2.12 Equal Employment Opportunity Contract Compliance

2.12.1 Every municipal contract shall include language substantially the same as the following: "The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, ancestry, age, sex, sexual orientation, gender identity, marital status, or physical or mental disability. The contractor will comply with all laws concerning the prohibition of discrimination including, but not limited to, Title 5 and Title 7 of the Anchorage Municipal Code."

2.12.2 Every municipal contract shall state, in all solicitations or advertisements for employees to work under the contract, that all qualified applicants will receive consideration for employment without regard to race, color, religion, national origin, ancestry, age, sex, sexual orientation, gender identity, marital status, or physical or mental disability.

## 2.13 Confidentiality

The content of proposals will be kept confidential until the selection of the Contractor is publicly announced. At that time the selected proposal is open for review (except for information identified as being proprietary). After the award of the Contract, proposals will then become public information, except for properly identified and approved proprietary information.

If a Proposer wishes individual pages which contain actual business proprietary information to be held confidential, each page must be marked, and an explanation furnished of its proprietary nature. In addition to marking individual pages, the Proposal's Cover Page will also be annotated with the words **"THIS PROPOSAL CONTAINS PROPRIETARY INFORMATION."**

"Confidential and Proprietary" information is not meant to include any information which, at the time of disclosure, is generally known by the public and/or competitors.

MOA's ability to treat information submitted as confidential is limited by Anchorage Municipal Code. Proposers concerned with the confidentiality of information submitted should familiarize themselves with the following Anchorage Municipal Code provisions:

- AMC 3.90 Access to Public Records
- AMC 3.90.010 Policy
- AMC 3.90.020 Definitions
- AMC 3.90.030 Information Available to the Public
- AMC 3.90.040 Exemptions for Particular Records



## 3.0 SCOPE OF SERVICES

### 3.1 Overview

The new T1 will support LOLO and general cargo operations. Design and construction of T1 includes access trestles, STS gantry crane accommodations, marine mooring appurtenances, servicing utilities, landside ground improvements, and adjacent site development.

Detailed 65% Design Level Drawings that define the work are provided in Attachments 1-9. Issued for Construction (IFC) Final Drawings and Specifications will be provided to short-listed proposers.

This RFP solicits the following services:

- Ground improvements and shoreline stabilization
- General cargo terminal construction with associated utilities
- Demolition of existing (Petroleum, Oil and Lubricants) POL1 and T1
- Ship-to-shore gantry crane support infrastructure
- Shoreline expansion and protection
- Supplemental dredging activities to support Port operations

### 3.2 Ground improvements and shoreline stabilization

A ground improvement technique such as deep soil mixing (DSM) or a similar technique like jet grouting will be used to stabilize the shoreline. DSM and similar techniques add cementitious material to the soils, causing the soils to behave more like soft rock. Soil composition of the tidal flats adjacent to T1 exhibit potential for liquefaction and likelihood of large ground deformations during seismic events.

Ground improvements will be constructed in the locations where the access trestles meet the beach to provide geotechnical stability to the embankment. The ground improvement process will likely require containment and collection of the cement/soil slurry and spoils during construction. Drying beds will be constructed beyond the shoreline to contain the excess slurry until it can be disposed of off-site or incorporated into other portions of the Project. The drying beds will be removed once construction is completed.

During construction, a temporary soil work pad will be constructed at each of the trestles to provide a level temporary work surface. Temporary armoring will protect the work pad from water forces while in use. After completion of the ground improvement work, the temporary construction work pads will be removed, and the foreshore graded and armored. Placement of temporary work pads will take place on land or in the dry.

Ground improvement work will take place “in the dry,” either above the high tide line or in the intertidal zone but de-watered, with no standing water.

### 3.3 General cargo terminal construction with associated utilities

The new T1 will be constructed as a seismically resilient terminal with mooring features and appurtenances as required to support safe ship mooring for LOLO cargo handling operations. The new T1 wharf will be 870 feet x 120 feet with two 36-foot-wide trestles of varying length.

The work will include furnishing and installing / driving large diameter piling, furnishing, and installing precast concrete pile caps, furnishing, and installing precast concrete deck panels and girders, furnishing and installing a cast in place concrete deck, furnishing and installing sheet pile abutments, furnishing and installing fenders, and other items.

Structural, in-deck, and surface features to support operational interface for 100-gauge rail mounted STS gantry cranes, and associated appurtenances will be included on the wharf. Utilities including electrical power and water, will be installed for terminal operations, and connected to the existing public utility infrastructure. Construction will also include installation of lighting, communications, signal, impressed current cathodic protection (ICCP) infrastructure and fire protection water for terminal related operations.

The new terminal will be located 140 feet seaward of the existing T1 and will be constructed using 72-inch and 48-inch diameter steel piles. Pile installation will occur in water depths that range from a few feet or dry (dewatered) conditions nearest the shore to approximately 70 feet at the outer face of the wharf, depending on tidal stage. The mean diurnal tide range at the POA is approximately 26 feet.

Project design and construction methods have been modified to achieve the least practicable adverse impact on marine mammals. Use of a bubble curtain system during impact and vibratory installation of all permanent piles, and during vibratory installation and removal of temporary piles (during the months [August through October] with historically higher beluga whale activity), will reduce propagation of sound in the water.

### 3.4 Demolition of existing POL1 and T1

During new T1 construction, existing POL1 and T1 will be dismantled. All temporary work structures will be removed. Existing and most temporary piles will be cut and removed to avoid potential impacts on marine mammals in lieu of removal with a vibratory hammer.

Demolition will take place above the water, and demolished decking, piles, and other superstructure materials will be contained before they fall into the water following best management practices. Demolished materials will be removed by barge or truck.

### 3.5 Ship-to-shore gantry crane support infrastructure

In addition to the STS gantry crane infrastructure on the terminal, there will be an upland 12.47 kV substation to serve crane power. Infrastructure also includes a backup generator, step up transformer, 12.47 kV feeders, distribution to support loads upland and on T1, grounding, lightning protection, terminal flood lighting, miscellaneous area and trestle lighting, security, and low-voltage system infrastructure.

### 3.6 Shoreline expansion and protection

The existing shoreline is irregular and will require excavation to remove deposited silts before the area is filled with more dense, stable materials such as clean gravel and rock. The filled area will provide a consistent shoreline and additional container storage area.

Excavation authorized for this Project will be limited to removal of materials that are above the high-water line or below the tide line in a dewatered state.

After ground improvement work and shoreline expansion have been completed, the slope along the shore will be secured with armor stone placed over the clean gravel and rock fill. After placement of armor rock, the top of the fill will be paved to match the existing backland pavements.

### 3.7 Supplemental dredging activities to support Port operations and construction

During construction of T1, Port operations must be maintained. This includes supporting the minimum required dredge depths along the berth faces for vessel traffic. As the new T1 wharf is constructed, it is anticipated that pockets of sediment may form. These pockets will reduce depths along the berth face which poses a hazard to vessel traffic. Because these pockets are the result of construction activities they will not be included as part of the annual USACE Anchorage Harbor maintenance dredging program.

Additionally, supplemental dredging activities may be required for marine construction equipment access during the Project.

### 3.8 Maintaining existing operations

During construction of T1, Port operations must be maintained. Construction operations including the locations of the marine fleet of material and equipment barges, derrick barges, and other floating equipment (including anchor spreads) must not interfere with regularly scheduled cargo operations. Existing terminal 2 and existing POL2 docks must have clear access for ongoing cargo and POL operations. In addition, the upland access to these berths must be maintained. Preliminary phasing plans that show acceptable provisions for upland access are provided in the 65% plan set.

## 4.0 PROPOSAL AND SUBMISSION REQUIREMENTS

To achieve a uniform review process and obtain the maximum degree of comparability, it is required that the proposals be organized in the manner specified below. Proposals should not exceed fifteen (15) pages in length (excluding letter of transmittal, resumes, title page(s), index/table of contents, or dividers). One page shall be interpreted as one side of a single-spaced, letter size sheet (8-1/2" X 11"). Minimum font size is 11 points. Excess pages will be removed prior to evaluation, which could result in incomplete responses and lower scores.

### 4.1 Title Page

Show the RFP number and subject, the firm name and address, name of contact person, contact information (phone number, email address), and date.

### 4.2 Table of Contents

List the proposal's sections with page numbers. Include the RFP Evaluation Criteria.

### 4.3 Letter of Transmittal (Limited to two (2) pages)

4.3.1 Briefly state understanding of the services to be performed and make a positive commitment to provide the services as specified in a cost-effective manner. Emphasize relevant experience and qualifications of key personnel to be involved in the project work.

4.3.2 List your company's contact person for this RFP along with their phone number and email address.

4.3.3 Give the name(s) of the person(s) who are authorized to make representations for your firm, their titles, address, email address, and telephone numbers.

4.3.4 The letter must be signed by a corporate officer or other individual who has the authority to bind the firm.

### 4.4 Step 1 Written Proposal Contents

#### 4.4.1 Construction Methodology

Provide the general construction methodology planned for executing the work. Describe key interactions needed with the PMC team and key decision points. Proposers should highlight areas that include efficiency ideas for the cargo dock construction.

#### 4.4.2 Key Personnel

A. Organizational Chart. Provide an organizational chart displaying the contract manager, the project manager, key personnel, and other pertinent staff and subconsultants that will work on the project. Describe the experience and work to be performed by the named individuals.

B. Resumes: Provide resume/bios for the contract manager, project manager, and key personnel identified in the organizational chart. Bios should include education, professional registrations, and their experience in how it will benefit the Project. Provide three (3) professional references for each named individual.

C. Key Personnel. At a minimum, key personnel shall include the following.

1. Project Sponsor
2. Project Manager
3. Contract Manager
4. Superintendent(s)
5. Quality Manager
6. Project Scheduler
7. Safety Manager

D. Potential Sub-Contractors/Contractors

Summary details regarding all significant sub-contracts that may be let and sub-contractors that may be used are required together with a list of any previous projects on which such sub-consultants have worked with your prime contractor. If a sub-contractor is scoped to perform major component(s) of the work (e.g., ground improvements, pile driving, dredging), the sub-contractor will be evaluated to the same level/degree as the prime in this evaluation criteria.

*Any change in the selection of major sub-contractors, either the addition or removal of, occurring after prequalification, shall be subject to the approval of the MOA in writing prior to the deadline set for the receipt of Step 2 Cost Proposals (Bid). Fourteen (14) calendar days shall be allowed for the MOA's approval process, and the written approval document must be included with the Step 2 Cost Proposal. Such an approval shall not be granted if, among other things, the proposed formation or change would result, in the opinion of the MOA, in a substantial reduction of competition or the lowering of the company's team qualifications below the minimum level of acceptance as determined by the MOA.*

#### 4.4.3 Technical Experience and Resources

##### A. Pile Driving Experience

Describe your firm's experience with pile driving construction with similar pile installation (quantity, size, and material) as designed for T1.

Demonstrate pile driving experience by providing up to three (3) examples of projects with similar pile driving requirements. Include key staff and equipment that were used in these example projects that are also planned for construction of T1.

If subcontractors are planned for significant pile driving activities, describe how the prime contractor and subcontractor(s) plan to integrate and manage the work.

#### B. Cold Region and Large Tidal Fluctuation Experience

Describe your firm's experience with working in cold region environments as well as environments with strong currents and large tidal fluctuations. What methodologies and processes has your firm implemented to effectively work in these types of challenging marine environments, including mitigating impacts to endangered species?

Demonstrate cold region, strong current, and large tidal fluctuation experience by providing up to three (3) examples of projects with similar conditions to Cook Inlet. Include key staff and equipment that were used in these example projects that are also planned for construction of T1.

#### C. Container Terminal Experience

Describe your firm's experience with constructing lift-on/lift-off container terminals. Specifically address the following major container terminal components:

- Crane Rails
- Specialized Deck Construction
- Electrical and Control Systems
- Construction techniques related to seismic resiliency (i.e., larger piles, more reinforcing steel, etc.)
- Coordination with delivery of ship-to-shore gantry cranes

Demonstrate container terminal construction experience by providing up to three (3) examples of lift-on/lift-off container terminal projects. Include key staff and equipment that were used in these example projects that are also planned for construction of T1.

#### 4.4.4 Construction Plant and Equipment

Describe key pieces of heavy and specialized equipment including capabilities planned to be used for the construction of T1. Describe planned construction equipment spread(s).

Proposers shall clearly indicate on the attached Form CM-1 (Attachment 10), the list of the main equipment, including the type, make and model which would be

assigned to the work, stating the equipment owned and the equipment to be rented, and what equipment would be purchased for the work. The equipment should be of suitable type and should be sufficient in number and capacity to execute the work described herein, in the time allotted.

#### 4.4.5 Health and Safety

Summary details of the Proposer's health and safety policies and records are required, refer to Form HS-1 (ATTACHMENT 11).

**If Experience Modification Rate (EMR) for any of the last three years is in excess of 1.00, proposer will be removed from shortlist consideration.**

#### 4.4.6 Financial and Legal Capabilities

- A. Provide proof of comprehensive liability insurance with adequate coverage to protect against potential risks and liabilities associated with the project.
- B. Provide letter(s) from surety stating intention to bond the Project. And state bonding capacity of the firm and uncommitted bonding capacity. The surety or insurance company must be rated in the top two categories by two nationally recognized rating agencies or have a "Best's Credit Rating" of at least "A minus" and "Class VIII" or better by A.M. Best Company.
- C. Summary details of the Proposer's actual, pending, or potential legal proceedings are required, refer to Form FL-1 (ATTACHMENT 12).

#### 4.4.7 Joint Venture Requirements

Proposals submitted by a joint venture must meet the following requirements and be provided as an attachment to the Step 1 Written Proposals. Joint Ventures that do not provide the information below may be considered non-responsive. Proposals not submitted by a joint venture can omit these requirements.

- A. Each partner of the joint venture must submit the complete documentation, or portions applicable thereto, required of a firm applying for individual prequalification.
- B. The proposal must confirm that if the Proposer is awarded the project, the resulting contract would be signed so as to be legally binding on all partners jointly and severally. Also, a joint venture agreement providing the joint and several liability of all partners in respect to the contract would be submitted together with the Step 2 Cost Proposal (Bid).
- C. The proposal must include a description of the proposed participation and responsibility of each partner of the joint venture.

- D. The proposal must designate one of the partners as the partner in charge through whom any correspondence between the Contractor and the MOA shall be channeled.
  
- E. Any formation of a joint venture after prequalification, and any change in a prequalified joint venture, shall be subject to the approval of the MOA in writing prior to the deadline set for the receipt of Step 2 Cost Proposals (Bid). Fourteen (14) calendar days shall be allowed for the MOA's approval process, and the written approval document must be included with the Step 2 Cost Proposal (Bid) documents. Such an approval shall not be granted if, among other things, the proposed formation or change would result, in the opinion of the MOA, in a substantial reduction of competition, the inclusion of a firm which had not previously been prequalified (either individually or as part of another joint venture), or the lowering of the joint venture's qualifications below the minimum level of acceptance as determined by the MOA.

**5.0 EVALUATION CRITERIA AND PROCESS**

5.1 Evaluation Criteria Weighting

The criteria to consider during evaluations of the Step 1 Written Proposals, and the associated point values, are as follows:

	<b>Evaluation Criteria</b>	<b>Point Value</b>	<b>Shortlist Minimum Point Value</b>
1	Construction Methodology	10 points	4 points (Fair)
2	Key Personnel	20 points	8 points (Fair)
3	Technical Experience and Resources – Pile Driving	10 points	4 points (Fair)
4	Technical Experience and Resources – Cold Region and Large Tidal Fluctuations	10 points	4 points (Fair)
5	Technical Experience and Resources – Container Terminal Experience	10 points	4 points (Fair)
6	Construction Plant and Equipment	15 points	6 points (Fair)
7	Health and Safety	10 points	4 points (Fair)
8	Financial and Legal Capability	15 points	6 points (Fair)
9	Joint Venture Requirements (Only for JV Proposers)	P/F	P
<b>Maximum Written Proposal Score:</b>		<b>100 points</b>	<b>60 points (Good)</b>



## 5.2 Qualitative Evaluation Criterion

Proposers will be ranked using the following qualitative rating factors for each RFP criterion.

1.0	Outstanding
0.8	Excellent
0.6	Good
0.4	Fair
0.2	Poor
-0-	Unsatisfactory

The rating factor for each criteria category will be multiplied against the points available to determine the total points for that category.

EXAMPLE: If an evaluator decides that the response provided for a criterion that has a maximum of 20 points was “Good,” they will assign a “qualitative rating factor” of 0.6 to that criterion. The qualitative rating factor is then multiplied by 20, the maximum points available for a resultant 12 points.

## 5.3 Evaluation Process

### 5.3.1 Step 1 Written Proposals

A committee of individuals representing the Municipality of Anchorage will perform an evaluation of the Step 1 Written Proposal(s). The committee will rank the written proposal(s) as submitted and shortlist qualified Proposers based on the scoring presented in Section 5.2. **Qualified proposers are defined as submitting a Step 1 Written Proposal that meets or exceeds the “Shortlist Minimum Point Value” for each Evaluation Criteria AND meets or exceeds the “Total Shortlist Minimum Point Value.”** All proposers meeting the minimum point values are considered to be qualified and will be invited to participate in Step 2 Cost Proposals (Bid).

EXAMPLE: If an evaluator decides that the response provided for a criterion that has a maximum of 15 points and a “Shortlist Minimum Point Value” of 6 was “Poor,” they will assign a “qualitative rating factor” of 0.2 to that criterion. The qualitative rating factor is then multiplied by 15, the maximum points available for a resultant 3 points.

If the average score of the criterion from all evaluators is less than the “Shortlist Minimum Point Value” of 6 the Proposer will NOT be shortlisted for Step 2.

### 5.3.2 Step 2 Cost Proposal (Bid)

Qualified shortlisted Proposers will be invited to submit a firm fixed fee Step 2 Cost Proposal (Bid). Proposers will be notified with an official Invitation to Submit Step 2 Cost Proposals. Included with this invitation will be Issued For Construction (IFC) Contract Documents and instructions for submitting bids and asking questions during the bidding

period. Step 2 Cost Proposals (Bids) are sealed bids and will be opened publicly by the MOA. Step 1 Written Proposal scores will not be used in the final selection of the Proposer.

## **6.0 SELECTION PROCESS**

The Proposer with the lowest Step 2 Cost Proposal (Bid) may be invited to enter into contract negotiations with the Municipality of Anchorage. If an agreement cannot be reached, the second lowest Step 2 Cost Proposal (Bid) may be contacted for negotiations. This process may continue until successful negotiations are achieved. However, the Municipality of Anchorage reserves the right to terminate negotiations with any Proposer should it be in the Municipality of Anchorage's best interest. The Municipality of Anchorage reserves the right to reject any and all proposals submitted.

## **7.0 SAMPLE CONTRACT**

Qualified proposers will be provided a Sample Contract and instructions on the process for reviewing and requesting changes. The Sample Contract will be provided at the time qualified proposers are invited to submit a firm fixed fee Step 2 Cost Proposal (Bid).

## **8.0 ATTACHMENTS**

The following documents are provided for reference:

- Attachment 1 – 65% Design Drawings -01 General
- Attachment 2 – 65% Design Drawings -02 Survey
- Attachment 3 – 65% Design Drawings -03 Geotech
- Attachment 4 – 65% Design Drawings -04 Demo
- Attachment 5 – 65% Design Drawings -05 Civil
- Attachment 6 – 65% Design Drawings -06 Structural
- Attachment 7 – 65% Design Drawings -07 Fire Protection
- Attachment 8 – 65% Design Drawings -08 Electrical
- Attachment 9 – 65% Design Drawings -09 Cathodic Protection
- Attachment 10 – Form CM-1
- Attachment 11 – Form HS-1
- Attachment 12 – Form FL-1