



Municipality of Skagway

GATEWAY TO THE KLONDIKE

P.O. BOX 415 SKAGWAY, ALASKA 99840

(PHONE) 907-983-2297 – Fax 907-983-2151

WWW.SKAGWAY.ORG

June 30, 2022

Bid Tabulation

REQUEST FOR BIDS – Cruise Terminal Float Project

Transpac Marinas, Inc.	\$11,878,800
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SECTION 00030 – REQUEST FOR BIDS



MUNICIPALITY OF SKAGWAY

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June 08, 2022
REQUEST FOR BIDS

The Municipality of Skagway is accepting proposals (bids) for the Cruise Terminal Float.

1. Description of Work

The Municipality of Skagway (MOS) desires to receive proposals from qualified float manufacturers (CONTRACTOR) covering the furnishing of all materials, labor and equipment necessary to design, fabricate and supply a new, high quality, shallow draft cruise terminal float. Preliminary analysis has found that a steel, pontoon style float is likely to accommodate the site conditions. The float will be transported and installed at the MOS's Ore Peninsula under a separate contract at a later date. The new float is shown in the accompanying technical drawings. Floats will include mounting holes/imbeds and other provisions for subsequent installation of utilities. The furnished float products will include pile hoops, transfer span connections, hand rails, 150-ton mooring bollards, allowance for vessel fendering, light poles, and other associated hardware as defined on the plans and in the technical provisions. Utility and utility mounting brackets and/or connections are required as defined on the plans and in the technical drawings. Exact locations of utility mountings will be established with MOS as design progresses. The completed float and specified equipment will be completed and delivered to the Puget Sound Region in Washington State. The float will be stored there up to 14 days until it is received by the MOS under a separate contract to install the float.

The CONTRACTOR shall provide detailed plans and specifications for towing to Skagway and the final installation of the float by MOS's general contractor. The CONTRACTOR shall be available to answer questions about the towing and final installation. The CONTRACTOR shall provide a qualified professional to be onsite during the float installation.. The CONTRACTOR shall provide a final inspection by a qualified engineer at the completion of the installation.

Specific details and performance criteria for the float system are described in this Request for Bids. It is required that the CONTRACTOR be experienced in the design and manufacturer of shallow draft style cruise terminal floats. The manufacturers design may vary from those shown in this Request for Bids; however, the performance and functionality must remain unchanged.

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2. Project Schedule

The completed float and specified equipment shall be delivered to either the Puget Sound area in Washington State or Skagway, Alaska by the float manufacturer, and made available for pickup by the installation contractor not later than August 18th, 2023. Installation of the float is scheduled to be completed under separate contract by April 2024. The CONTRACTOR shall accommodate mooring the float for up to 14 days beyond the delivery date at no cost to the MOS. The CONTRACTOR shall provide a daily moorage cost for storage beyond the 14-day storage window.

3. Proposal Submission and Schedule

Bids are due no later than at 3:00 p.m. (Alaska Time Standard) Friday June 22nd, 2022 to Skagway.cruise.dock@kpff.com and Contracts@skagway.org. Emails should be limited to 20 mb. For emails that contain larger files, a link can be provided for upload. For file link, email Skagway.cruise.dock@kpff.com.

Bids must be submitted in two PDFs clearly labeled with the following names, along with the forms required. All documents shall include the bidders name in the document name.:

1. "Cruise Terminal Float – Qualifications & Concept Design"
2. "Cruise Terminal Float – Bid Price"
3. All other forms required will be attached as a single PDF combined

Interested bidders should send an email to Skagway.cruise.dock@kpff.com and Contracts@skagway.org to receive addenda and other notifications.

Bids Open	June 8, 2022 @ 8:00 AM (Alaska Standard Time)
Pre-Bid Conference	June 14, 2022 @ 10:00 AM (Alaska Standard Time)
Questions Due	June 16 th , 2022 @ 4:00 PM (Alaska Standard Time)
Bids Due	June 22, 2022 @ 3:00 PM (Alaska Standard Time)

4. Liquidated Damages

The parties agree that for each and every calendar day the completed float ,or any portion thereof shall remain undelivered, after the expiration of the time limit set under the Proposer's proposal, or as extended in writing by the MOS, the Proposer does hereby agree to pay the MOS the amount of five thousand dollars (\$5,000.00) per day for the first seven (7) days and twenty thousand dollars (\$20,000) per day each day after the seventh day, not as a penalty but as liquidated damages for the economic harm to the MOS caused by such breach of contract.

5. Proposal Clarifications

Questions related to this Request for Bids should be submitted in writing to: Skagway.cruise.dock@kpff.com and Contracts@skagway.org. All responses will be made in writing and will be furnished to all proposers listed on the RFP holders list. Questions submitted elsewhere will not be responded to.

6. Bid Requirements

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Bids are to be submitted in two parts. Part one shall contain the qualifications and concept design which will include information relating to the capabilities and experience, the plans, and associated technical material of the proposer. See the Proposer's Qualifications and Experience Form (00380). Proposers that do not meet the minimum qualifications will not be considered.

Part two shall contain the Financial Proposal which shall include all cost information required in this Request for Bids. The Technical Proposal and the Financial Proposal shall be submitted in two separate PDFs.

If the proposer includes proprietary information, it should be packaged separately in a separate pdf marked as proprietary information. If challenged or requested by a third party, the proposer shall defend such challenge or request and pay all costs and fees related to the proprietary nature and non release of the material. Under no circumstances shall the MOS have any obligation to defend or protect the proprietary information submitted by proposer, other than to notify the proposer of the challenge or the request.

7. Proposal Requirements

The following information shall comprise the Proposal and shall be provided:

Technical Information

1. Concept Design Documents – Design documents shall include, but not be limited to:
2. Plans (minimum of 10% complete)
3. Summary of all design criteria, codes, etc.
4. Proposer's Qualifications and Experience Form
5. Project Team to be Assigned, Experience and Areas of Responsibility Form
6. Subcontractor List Form
7. Project Schedule
8. Non-collusion Affidavit
9. Transportation and/or Storage Plan

Cost Information

1. Completed Proposal Form
2. Completed Proposal Bid Schedule

8. Qualification Evaluation

A Selection Committee will evaluate all proposals received. The materials and responses received will be evaluated against the criteria set forth in this Request for Bids and will result in a Pass/Fail for each proposal. Proposers must provide a minimum of 3 similar float projects that meet the following criteria:

- a. Be at least 350 feet in length

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- b. Have occurred within the last 10 years
- c. At least 3 must have been for a cruise dock operation
- d. Be permanent installations and not removed during the winter
- e. Have a gangway or transfer span land on the float
- f. Have similar technical requirements
 - i. Draft
 - ii. Freeboard
 - iii. Load capacity
 - iv. Fendering and mooring capabilities

The scoring of the proposals will be accomplished as follows:

1. Each Evaluator will individually review each proposal and evaluate the Proposer's response to each criterion Pass or Fail.
2. After completion of the individual ratings, the Evaluation Committee will meet and discuss the proposals. Evaluators may then alter their ratings; however, any changes shall be based solely on the criteria set forth in this Request for Bids.

Evaluators may discuss factual knowledge of, and may investigate Proposer's and proposed Subcontractor's prior work experience and performance, including but not limited to projects referenced in the Bid, available written evaluations and may contact references listed in the bid or other persons knowledgeable of a Proposer's (Contractor's) and/or Subcontractor's past performance. Factors such as overall experience relative to the proposed contract, quality of work, control of cost and ability to meet schedule may be discussed.

The Evaluation committee may decide to conduct discussions with those Proposers that are determined to be considered for selection of award for the purpose of clarifying assurance of a complete understanding of, and responsiveness to the solicitation requirements. Proposers selected by the Evaluation Committee for discussions may be permitted to submit Best and Final Offers for final evaluation by the Committee.

All Proposers will be advised of the Proposal selected.

B. Cost Evaluation

The separate PDF with the cost information will only be opened from the proposers that have passed the qualification evaluation

C. Negotiations

If the proposed price is greater than 10 percent above the MOS's budget, the MOS may enter into negotiations with the Proposer to consider design, scope or other modifications to reach an acceptable price and product. If the negotiations are unsuccessful the MOS may go to the second

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lowest proposer and proceed in a similar manner. The MOS may proceed in this manner until a successful proposal is obtained, or the MOS may at any point elect to cancel the request for bids in its sole discretion.

Bids shall include all design, labor, equipment, mobilization and demobilization, transportation, and materials to complete the specified work. Alaska Labor Standards, reporting and prevailing wage rate determination is made part of this bid package. If this project is over \$25,000, a notice of award will be sent to the Alaska Department of Labor – Wage and Hour Section. The State will require that certified payroll forms are completed, and the State has the right to randomly audit the successful bidders company to ensure Davis Bacon Wages are being paid for this project.

The Municipality of Skagway is an equal opportunity employer.

Plotted: Jun 15, 2022 - 1:38pm
M:\2021\2100135 Skagway Ore Dock\Drawings\Current\Bid Set\2100135_F1.1 Float Design Criteria.dwg
dyu Layout: F1.1

FLOAT SYSTEM PERFORMANCE REQUIREMENTS

PROVIDE FLOAT UNITS AND CONNECTIONS CAPABLE OF WITHSTANDING DESIGN LOADING CRITERIA INDICATED BELOW:

1.

FLOAT UNITS SHALL BE CAPABLE OF SUPPORTING ALL DESIGN LOAD COMBINATIONS THROUGHOUT ENTIRE TIDAL RANGE.
2.

FREEBOARD AND DRAFT:

1

DEAD LOAD FREEBOARD: 7'-6" MIN, 8'-6" MAX. DEAD LOAD DRAFT 4'-8"

THE FREEBOARD UNDER ALL DEAD LOADS SHALL NOT BE MORE THAN 2 INCH BELOW OR MORE THAN 1 INCH ABOVE THE SPECIFIED FREEBOARD AFTER ONE YEAR OF OPERATION. DEAD LOADS SHALL CONSIST OF THE FLOAT SYSTEM, RUBSTRIPS, BULLRAIL, PILE RESTRAINT GUIDES, TRANSITION PLATES, AND ALL OTHER ATTACHED APPURTENANCES.
3.

UNIFORM LIVE LOAD:

A.

90 PSF UNIFORM LIVE LOAD LL(U) (FOR DESIGN OF STRUCTURES)

B.

FOR FLOATATION THE FLOAT SHALL CONSIDER 40PSF LIVE LOAD OVER THE ENTIRE FLOAT OR 1/4 OF THE FLOAT WITH 90PSF IN ANY LOCATION.
4.

LIVE LOAD:

A.

18 KIP AXLE FORKLIFT LOAD

B.

EMERGENCY AMBULANCE TYPE III VEHICLE 16,000 LB AXLE LOAD

C.

4000 LB POINT LOAD

D.

VEHICLE LOAD = AASHTO H10 TRUCK

E.

FREEBOARD UNDER DL + POINT LL TO BE 6 FEET MINIMUM.

F.

CROSS SLOPE SHALL NOT EXCEED 2%.
5.

SNOW LOAD:

60 PSF
6.

WIND LOAD:

40 MPH 30 SECOND DURATION WIND SPEED (WITH CRUISE SHIP DOCKED)

140 MPH 3 SECOND GUST WITH NO CRUISE SHIP AND NO LIVE LOAD ON FLOAT
7.

CURRENT LOAD:

1.5 FT/SEC CURRENT SPEED
8.

SITE WAVE CONDITIONS

	50 YRP	100 YRP
ONE-HOUR AVERAGE WIND SPEED (KTS)	59.61	63.76
ACES SIGNIFICANT WAVE HEIGHT (FT)	6.89	7.49
ACES WAVE MODAL PERIOD (SEC)	4.98	5.09
9.

BERTHING LOAD:

FENDER PANELS AND FLOAT STRUCTURE SHALL ACCOMMODATE A FENDER REACTION UP TO 450 KIPS

10.

UTILITY LOADS:

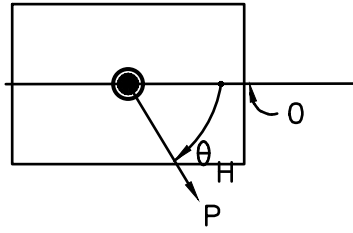
A.

WORK WITH THE SITE DESIGNER TO ESTABLISH UTILITY LOADING AS DESIGN PROGRESSES ON THE OVERALL PROJECT.
11.

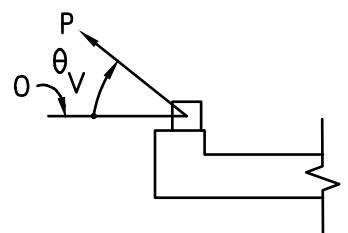
THE FLOAT MANUFACTURER SHALL PROVIDE FOUR LIFE PRESERVERS AND FOUR FIRE EXTINGUISHERS WITH THE FLOAT SYSTEM. THESE ITEMS SHALL BE LOCATED AND MOUNTED TO THE FLOATS IN SUCH MANNER THAT THEY DO NOT INTRUDE UPON THE FUNCTIONALITY OF THE FLOATING DOCK.
12.

MOORING BOLLARDS SHALL BE RATED FOR 150 TONS SAFE WORKING LOAD. MOORING BOLLARDS SHALL BE DESIGNED WITH A LOAD FACTOR OF 1.6 PER UFC 4-152-01 DESIGN PIERS AND WHARVES 2017.

PLAN:



ELEVATION:



LOCATION	RATED CAPACITY P	RANGE OF HORIZONTAL ANGLE θ_h	RANGE OF VERTICAL ANGLE θ_v
BOLLARDS ON FLOAT	150 TONS	0° TO 180°	0° TO +60°

13.

STABILITY REQUIREMENTS:

A.

FLOAT METACENTRIC HEIGHT SHALL BE 2'-0" MIN. UNDER ALL LOADING CONDITIONS
14.

PILE HOOPS AND PILES:

A.

PILE HOOPS SHALL BE EXTERNAL TO THE FLOATS.

B.

PILE HOOPS SHALL HAVE A REMOVABLE BOLTED PORTION SUCH THAT THE FLOATS MAY BE DETACHED FROM THE SYSTEM AND MOVED.

C.

THE PILES SHALL BE LOCATED TO ONE SIDE OF THE FLOATS TO MAXIMIZE THE UNOBSTRUCTED TRAVEL PATH. COORDINATE WITH ENGINEER ON FINAL PILE LOCATION.

D.

PILE HOOPS SHALL HAVE ADJUSTABLY TO ACCOMMODATE UP TO 6" OF PILE TOLERANCE IN ANY DIRECTION. MAXIMUM SPACE BETWEEN PILES AND BEARINGS SHALL BE 1.5" AFTER SHIMS ARE PLACED.

E.

PILE HOOPS SHALL HAVE UHMW PADS TO CONTACT THE PILES. THE PADS SHALL BE REMOVABLE IN A MANNER THAT DOES NOT REQUIRE HANDLING OR TOOLS WORK TO OCCUR BETWEEN THE PILE AND THE PAD. THE UHMW PADS SHALL HAVE A MINIMUM OF 1.5" OF WEAR THICKNESS AVAILABLE.

F.

THE MOS'S NAVAL ARCHITECT, GLOSTEN ASSOCIATES, WILL MODEL THE FLOAT AND DETERMINE FLOAT MOVEMENTS DURING STORM CONDITIONS THE FLOAT MANUFACTURE WILL WORK WITH THE MOS TO FINALIZE PILE HOOP DESIGN TO ACCOMMODATE THEM MOVEMENTS. IT MAY BE THAT FENDERS INSIDE THE PILE HOOPS IS NEEDED.

15.

FLOAT UTILITIES

A.

UTILITY ROUTING ON FLOATS ARE SCHEMATIC AND SHALL BE FINALIZED DURING DESIGN PROCESS
16.

TRANSFER SPAN CONNECTION

THE TRANSFER SPAN CONNECTION SHALL ACCOMMODATE THE DEAD, LIVE AND WIND LOADS OF THE TRANSFER SPAN.

DEAD LOAD

165 KIPS (ACCOUNTS FOR HALF OF THE TRANSFER SPAN WEIGHT)

LIVE LOAD

112 KIPS

(THESE LOADS ARE APPROXIMATE AND WILL BE FINALIZED DURING DESIGN)
17.

FLOAT COATINGS AND CORROSION PROTECTION

THE EXTERNAL SURFACE OF THE STEEL PONTON FLOAT SHALL HAVE A MULTI LAYER CORROSION PROTECTION SYSTEM. THE COATINGS SHALL INCLUDE SPRAY METALIZING, A ZINC PRIMER AND A MARINE EPOXY PAINT THE COATINGS SYSTEM SHALL BE SUBMITTED TO MOS REVIEW.

kpff

1601 5th Avenue, Suite 1300
Seattle, Washington 98101
(206) 382-0600 Fax (206) 382-0500

NO.	DATE	BY	REVISION
<div>1</div>	06/15/2022	EJD	BID ADDENDUM #1



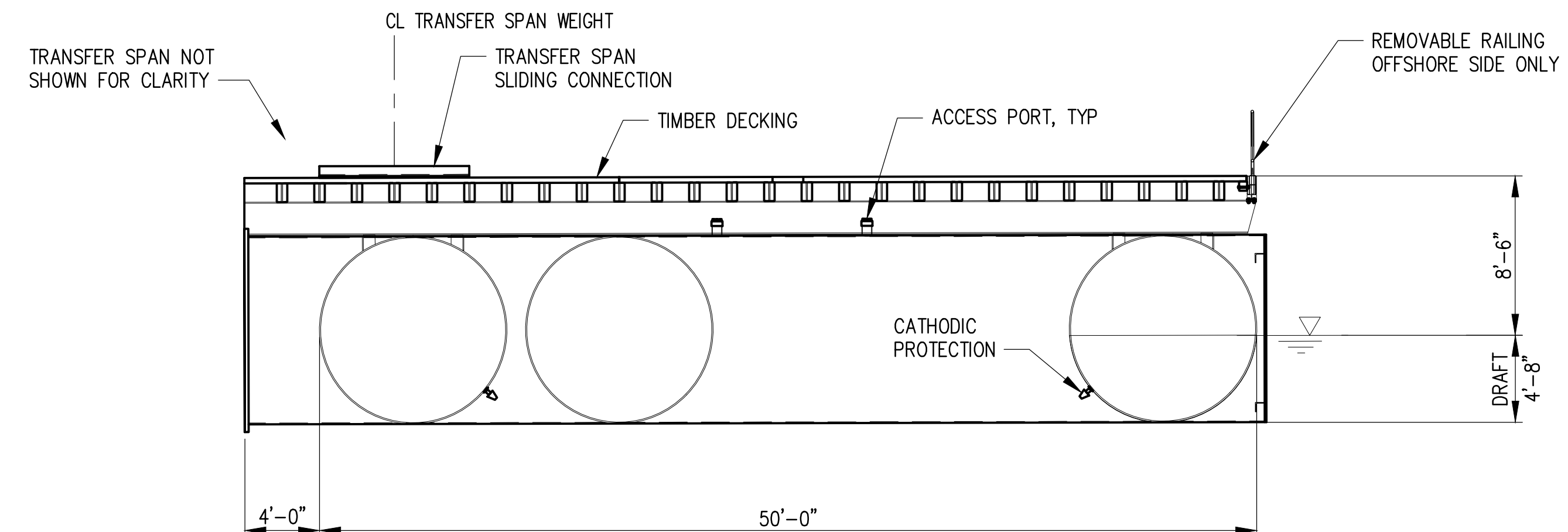
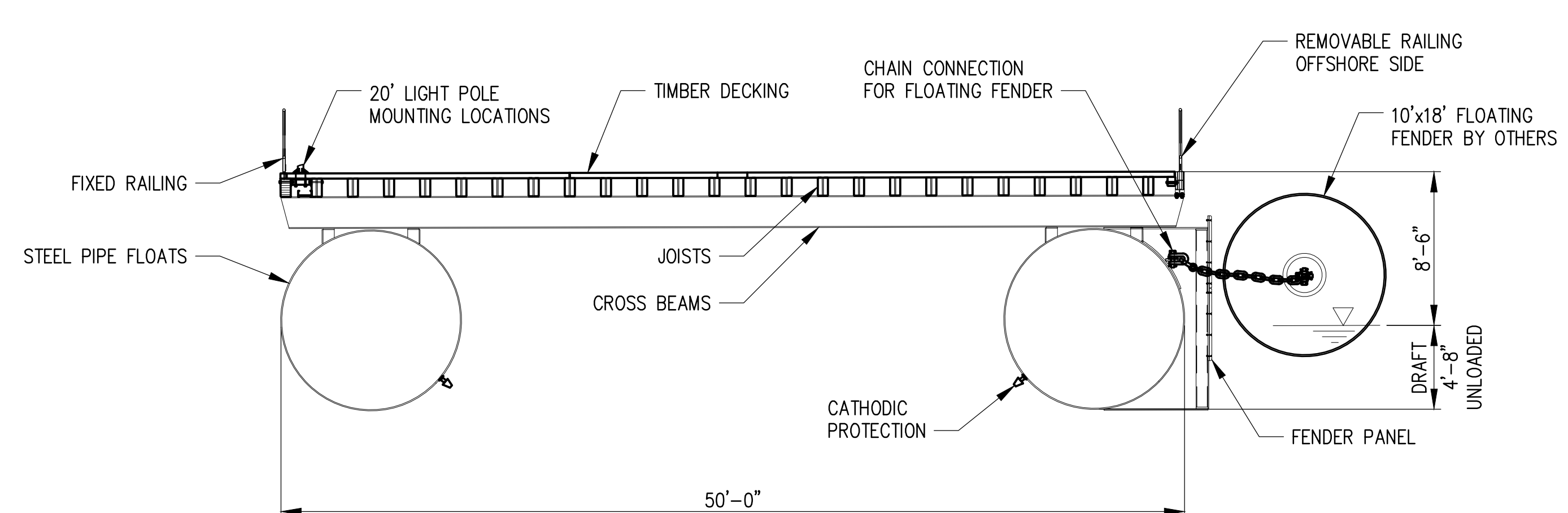
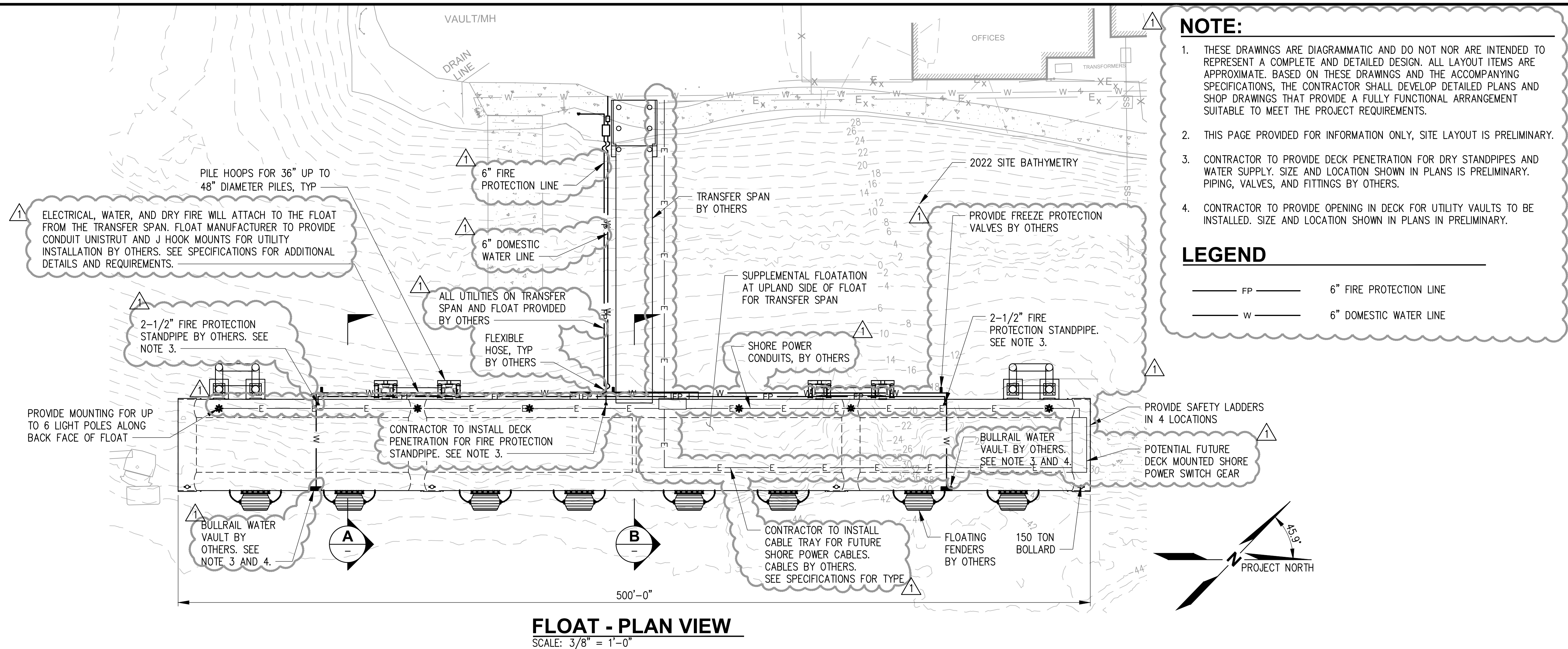
CRUISE TERMINAL FLOAT
SKAGWAY, ALASKA

FLOAT DESIGN CRITERIA

DRAWN: DYU	PROJECT NO.: 2100135
DESIGN: ED	SCALE: AS SHOWN
CHECKED: RR	DATE: 06/15/2022
DRAWING NO.	F1.1
SHEET NO.	01 OF 03

BID SET

Plotted: Jun 16, 2022 - 8:50pm bdonahue Layout: F2.1
M:\2021\2100135 Skagway Ore Peninsula Multi-use Dock Drawings\Current\Bid Set\2100135_F2.1 Float Plan.dwg



1601 5th Avenue, Suite 1300
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NO.	DATE	BY	REVISION
1	06/15/2022	EJD	BID ADDENDUM #1



CRUISE TERMINAL FLOAT
SKAGWAY, ALASKA

FLOAT PLAN

DRAWN: DYU	PROJECT NO.: 2100135
DESIGN: ED	SCALE: AS SHOWN
CHECKED: RR	DATE: 06/15/2022
DRAWING NO.	F2.1
SHEET NO.	03 OF 03

BID SET