

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Southeast Region, Preconstruction

TO: Mark OBrien
Chief Contracts Officer

DATE: October 1, 2013

THRU: Vanda Randolph *VR*
SE Region Contracts Officer

TELEPHONE NO: 465-1215

FAX NUMBER: 465-4414

FROM: Kirk Miller, P.E. *KOM*
Design Group Chief

SUBJECT: Approval to Utilize Flexifloats
for Upcoming Projects

25-14-006-PIF

Southeast Region intends to specify the use of Flexifloats on several upcoming federal aid projects within the next five years. Flexifloats are a proprietary and patented steel float system that we have used on numerous other ferry terminal projects throughout the State.

A public interest notice was prepared and advertised during the period of September 24, 2013 to September 30, 2013. No relevant public comments were received. Attached is a copy of the public notice that outlines the reasons for the use of Flexifloats on these projects. As outlined in the memorandum, we believe that it is in the State's best interest for the specification of the proprietary Flexifloat steel float system and that this request is in accordance with 23 CFR 635.411 and as required by Policy and Procedure 10.02.050. A similar Public Interest Finding was also performed in 2009 with no issues.

By signing below, the parties agree that the use of Flexifloat steel float systems is in the State's best interest.

Approved:

gaw *Mark OBrien*
Mark OBrien, Chief Contracts Officer

10-8-13
Date

Notice of Intent to Award a Sole Source Contract for Float System

Notice of Intent to Award a Sole Source Contract for Float System

Purpose: The Alaska Department of Transportation and Public Facilities (ADOT&PF) intends to specify the procurement and installation of *Flexifloat* steel barge systems as manufactured by *Robishaw Engineering, Inc.* for upcoming Southeast Region or Alaska Marine Highway System (AMHS) ferry terminal projects within the next five years. This public notice is intended to make the public aware we intend to use these products for any ADOT&PF project within the next five years.

As such, alternative float systems may not be considered as substitutes or approved equals on these projects. The Department will be advertising these projects under a competitive construction bid process in accordance with State and Federal procurement laws. Procurement and installation of the Flexifloat products is only a component of the overall project.

Background: Flexifloat steel barge sections have been used in AMHS ferry terminal projects since the mid-1970's and have been utilized on new and existing ferry terminals in Gustavus, Angoon, Juneau-Auke Bay, Cordova, Coffman Cove, South Mitkof, Clark Bay, Metlakatla, Hoonah and Kake.

The reasons for the use of Flexifloat brand barge floats for upcoming projects include:

- Robishaw Engineering, Inc, Box 79246, Houston, TX 77279-9246, phone: 731-468-1706, fax: 713-468-5822 (manufacturer of Flexifloat system) is the only known source of prefabricated modular steel floats that are compatible with existing ADOT&PF facilities.
- The Flexifloat modules are interchangeable between facilities and portions of the same facility. Flexi-float modules are located throughout Alaska at existing AMHS ferry terminals.
- The Flexifloat system is a known product due to their proven history on previous projects. The Department is unaware of similar float systems that would be suitable for the intended use and compatible for the repair or replacement.
- The Flexifloat interlock system and internal framing provide a strong connection between the modular units that make up the float systems that support the floating end of these vehicle and pedestrian transfer bridges. These patented interlocks and framing provide a long service life for the float system. Welded connections would be more susceptible to corrosion and failure that would shorten the life of these marine facilities and other connections may not be capable of providing the proven factor of safety or the history of reliability that the Flexifloat connections provide. Floats constructed without the modular interlocks would not provide inter-changeability with the Departments other facilities.

The benefits of a waiver to the public are:

- Decreased cost of engineering and design. Decreased cost of design stems from the fact that the Flexi-float system is an industry standard that can be quickly laid out in many possible configurations and rapidly incorporated into a set of project documents. Contractors understand the Flexifloat system and therefore are more likely to produce the desired project result which limits potential misunderstandings inherent in an "or-equal" or alternative design.
- Decreased cost of future maintenance. Costs are lowered during routine maintenance by workers being able to swap out modules singly or as sub-units of the project for removal from the water. This allows the Department to put together multiple facility maintenance projects if needed.
- The Flexifloat modules allow ease of repair when catastrophic damage or maintenance is required due to vessel collision or damage from natural causes. Use of non-compatible units would cause delays because of time and effort that would be required to facilitate specialized fabrication or custom replacement.

In summary, Flexifloat products are desired to insure compatibility with existing facilities which will decrease maintenance costs and allow the Department to keep vital transportation facilities open under circumstances of damage or destruction. The Flexi-float system also allows the Department to reconfigure the float modules in the future should vessel or terminal requirements change.

Please respond with your concerns or comments on this issue to: Vanda Randolph, Regional Contracts Officer by the close of business on September 30, 2013 at Tel 907-465-4489, Fax 907-465-4238 or e-mail: vanda.randolph@alaska.gov.

[Attachments, History, Details](#)

Attachments

None

Revision History

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