This Synopsis is a Pre-Solicitation Notice from the U.S. Department of Commerce, National Oceanic and Atmospheric Administration (NOAA), Corporate Services Acquisition Division (CSAD), Facilities Support Branch

Notice ID: 1305M4-26-R-0034

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This Is Not a Request for a Proposal.

Project Title: Design-Build Repair and Renovation of the Gulf Marine Service Facility (GMSF) & Wharf Repairs, in Pascagoula, Mississippi

Location: 151 Watts Ave,
Pascagoula, MS 39567

Classification and General Information:

This requirement will be issued as a Total Small Business Set-Aside.

The North American Industry Classification System (NAICS) code associated with this procurement is 237990 - Other Heavy and Civil Engineering Construction. The Small Business Administration standard of $45.0 million dollars in annual receipts averaged over a business's latest three (3) complete fiscal years or (except in the Business Loan, Disaster Loan Programs, Surety Bond Guarantee, and SBIC Programs) five (5) complete fiscal years to determine the average annual receipts. If a business hasn't been in business for five (5) years, multiply its average weekly revenue by 52 to determine its average annual receipts.

This requirement will be a Total Small Business Set-Aside, and the contractor shall be selected using Revolutionary Federal Acquisition Regulation Overhaul (RFO) Part 36.101-2 Use of Two-Phase Design-Build Selection Procedures and RFO Part 15.1 Presolicitation and Solicitation procedures. This procurement will be competitive, utilizing the Highest-Technically Rated with a Fair and Reasonable Process approach based on the solicitations's stated budgetary constraints (affordability) under the Best Value (RFO Part 15.103). The approach prioritizes the best possible performance, provided the price is determined to be fair and reasonable and within the guidelines of the Government's stated budget. During each phase, all proposals are initially evaluated based solely on the non-price factors specified in the solicitation. Only the price of the highest-ranked technical proposal is then evaluated to ensure it is fair, reasonable and does not exceed our stated budget. All evaluation factors other than cost or price, when combined, are significantly more important than cost or price. This requirement will result in a Firm-Fixed-Price contract for design and construction services.

Background Overview:

The GMSF is a critical NOAA asset located in Pascagoula, Mississippi, and is a shared-use site for both the National Marine Fisheries Service (NMFS) and the Office of Marine and Aviation Operations (OMAO). The facility consists of a berthing wharf and pier, seawall, and upland warehouse buildings essential for supporting NOAA's mission in the Gulf of America Region.

See Figure 1 for the GMSF site plan.

The facility has sustained damage from recent hurricane and storm events, primarily affecting the wharf structure. Additionally, the steel sheet pile wall has sustained damage from exposure to the

Pascagoula River, resulting in section loss of the sheets and subsequent loss of fill material behind the seawall. This loss of material has resulted in sink holes in the wharf operational area.

The existing wharf and pier is approximately 540 feet long and 26 feet wide, and was constructed in three sections (referred to as the North, Middle and South sections). The wharf structure is integral with a steel sheet pile seawall. Each wharf section has been repaired in some form over the past several decades, primarily to address the failing seawall. A portion of the wharf overhangs the Pascagoula River.

See Figure 2 for a typical section through the wharf.

As-built drawings for each section of wharf are available and will be provided with the formally issued solicitation documents.

NOAA's ships homeported at GMSF are operated by two separate line offices - NMFS and OMAO. Mooring configurations at GMSF vary based on the operations of each line office.

Refer to Table 1 for information regarding the size of the NOAA ships homeported at GMSF, and to Figure 3 for example mooring arrangements.

Project Description - Generally described as follows but not limited to:

This project is a direct response to the damages sustained from storm events and exposure to corrosive environments, and is intended to restore the facility to its full operational capacity. The project's primary focus will be the evaluation and repair of the wharf, seawall, mooring structures, and utilities.

In addition to repairs, this project will include upgrades to the wharf's structural and electrical infrastructure, with a specific focus on hardening against future storm events.

The project will also require an assessment of the operational efficiency of the wharf working area, and potential relocation of components (i.e. light poles, etc) to improve efficiency and safety.

Key elements expected to be addressed include, but are not limited to:

- Restore the integrity of the deteriorating seawall and mooring structures.
- Evaluate and renovate the existing wharf sections to allow for NOAA ships to be moored securely during hurricane conditions.
- Potential addition of in-water mooring structures or dolphins.
- Corrosion protection of the wharf and pier to protect from long-term corrosive environments.
- Upgrades of necessary utility infrastructure for ship connections, with specific attention to electrical deficiencies.
- Assessment of operational areas of the wharf and making revisions to correct any safety and efficiency issues.
- Site utility upgrades, to include addition of emergency generator ports for the upland warehouses and routing of power to existing parking lot.

Unique Challenges

Heavy Weather Mooring
The project must accommodate a critical NOAA operational constraint: NOAA vessels remain moored during severe wind (hurricane) and wave events. The contractor shall ensure the wharf design capacity fully supports the maximum mooring line loads anticipated during these storm events.

NOAA will provide a coastal and mooring analysis with the formally issued solicitation to provide initial definition of the ship loading on the wharf. The DB contractor should anticipate the need to validate this analysis and further refine it during the design phase.

South Mooring Bollard
NOAA utilizes a mooring bollard at the south end of GMSF that sits upon a seawall that is not maintained by NOAA. The seawall, which is owned and maintained by the City of Pascagoula, appears to be failing beneath the mooring bollard. It should be anticipated that close coordination with the City will be required to address this bollard.

Refer to Figure 1 for location of the South Mooring Bollard, and to Figure 4 showing the current condition of the bollard and seawall.

On this item in particular, NOAA is looking for innovative solutions from the DB team. Potential solutions include, but are not limited to, repair or reinforcement of the existing seawall to continue supporting this bollard, or relocating the bollard to a new in-water mooring structure.

Site Visit Information:

There is no site visit planned as part of Phase I. Offerors will have the opportunity to visit the site **before** submission of their technical and price proposals as part of Phase II. The site visit details, to be held at the GMSF & Wharf, will be outlined in the Phase II solicitation package. Currently the site visit is projected to be held on or about January 12, 2027. If applicable, all required site access information as outlined in Section J of the Phase II RFP **must** be submitted in accordance with the solicitation requirements for site visit entry.

Proposed Evaluation Factors (Phases I & II), Firm Down-Select and Phase II Stipends:

Proposed Phase I Evaluation Factors (descending order of importance):

1) Factor 1: Demonstrated Prior Experience
    a. Element 1A: General Contractor Technical Experience
    b. Element 1B: Lead/Designer/A-E Firm Technical Experience
2) Factor 2: Key Personnel Qualifications & Organizational Chart
    a. Element 2A: Project Manager, Design Manager, Superintendent and Site Safety and

Health Officer (SSHO)

b. Element 2B: Team Organization Quality Control and Safety

Proposed Phase II Evaluation Factor:

3) Factor 3: Technical and Management Approach
   a. Element 3A: Hurricane Resiliency and Mooring Design Concepts
   b. Element 3B: Design and Construction Schedule
   c. Element 3C: Risk Mitigation and Stakeholder Management (e.g. City of Pascagoula)

During Phase I, the Government intends to evaluate the Offeror's demonstrated prior experience and key personnel qualifications & organizational chart to ensure that it meets the criteria established in the solicitation. RFO Part 36.101-2(c) will be adhered to when establishing the firm down-select from Phase I to Phase II (the maximum number of Offerors will be stated in the final solicitation), where by the highest-technically rated Offerors that provides a commitment to our stated budgetary constraints (affordability) will be selected to advance to Phase II of the solicitation process.

During Phase II, stipends will be provided exclusively to unsuccessful Offerors from this phase. The final solicitation will specify the stipend amount, which is intended to offset the costs associated with completing tasks outlined in Phase II. Eligibility for stipends is restricted to Offerors who submit compliant and responsive proposals, are evaluated within Phase II, and achieve a minimum rating of "Some Confidence" during the evaluation process for this Phase.

Project Period of Performance and Magnitude:

This project shall be performed by an experienced Design-Builder that has performed similar work. The estimated performance period is **730 calendar days (24 months)** from issuance of Notice to Proceed. The budget for this project is approximately $12.75 million.

System for Award Management (SAM):

All contractors interested in this project and doing business with the Federal Government must be registered with the System for Award Management (SAM): https://www.sam.gov

Issuance of Solicitation with Requirements Information:

The solicitation will be available electronically at the SAM website: **www.sam.gov**. No paper copies, faxes, or emails will be available. Please register as an interested source to be notified of amendments, clarifications, or other changes. Entities (even those registered as a source) are responsible for checking the SAM.gov website frequently to ensure they have all available information. NOAA anticipates abiding by the projected schedule below**:**

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Projected Milestone Schedule

Schedule Tasks	**mm/dd/yy**
Issue Draft Solicitation to SAM.gov for feedback	09/05/2026
Offerors to provide feedback via Google Form and/or request One-on-Ones with the Government to discuss. This task will close 10/04/2026.	09/05/2026
Issuance of Final Solicitation to SAM.gov	10/21/2026
Receipt of Qualifications - Phase I	11/21/2026
Complete Technical Evaluation - Phase I	12/10/2026
Notification to Proceed with Phase II Solicitation (Firm Down-Select)	12/28/2026
Pre-proposal Conference/Site Visit	01/12/2027
1st One-on-One Meeting with Offerors - Phase II	01/29/2027
2nd One-on-One Meeting with Offerors - Phase II	02/17/2027
Receipt of Offers - Phase II	03/04/2027
Oral Presentations - Phase II	04/14/2027
Complete Technical Evaluation - Phase II	08/02/2027
Source Selection Decision Document Completed	08/10/2027
Subcontracting Plan cleared by OSDBU (if applicable)	03/18/2027
Pre-Award Notice to Unsuccessful SB Offerors	09/29/2027
Contract Reviews and Clearances Completed	10/08/2027
Contract Award, including Public Announcement Consideration (RFO Part 5.303)	10/11/2027

Any questions regarding gaining access to the materials shall be directed to Mr. Paul Tucker at Paul.Tucker@noaa.gov and Ms. Ronette C. McBean-Felder at ronette.mcbean-felder@noaa.gov.

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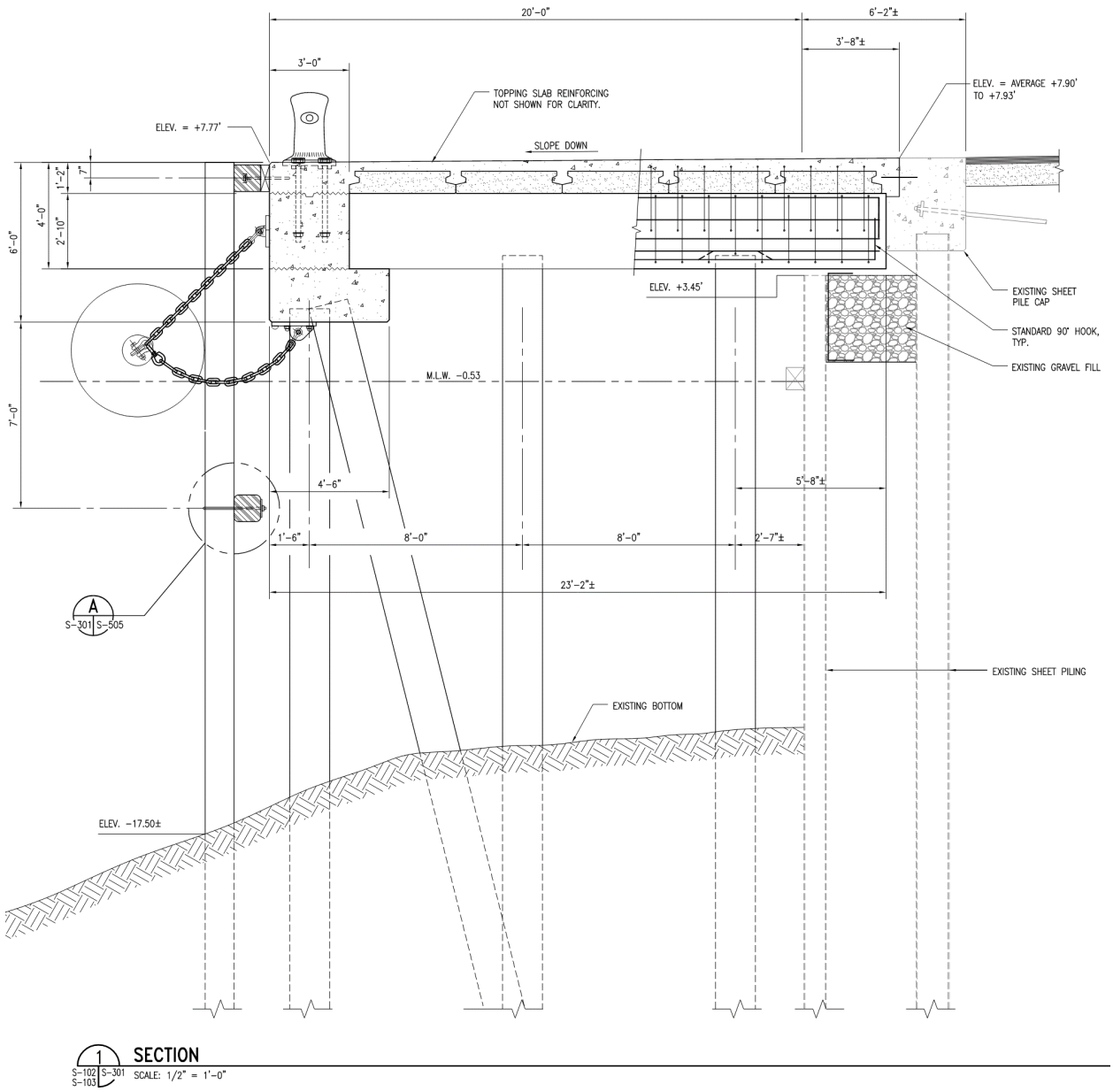
Table 1 - NOAA Ships at GMSF Pascagoula

NOAA SHIPS HOMEPORTED AT GMSF PASCAGOULA				
	OPERATOR	LENGTH	BEAM	DRAFT
GORDON GUNTER	OMAO	224 FT	43 FT	15’-1”
OREGON II	OMAO	170 FT	34 FT	14’-0”
PISCES	OMAO	208 FT	-	-
CARETTA	NMFS	58 FT	18 FT	7’-0”
GANDY	NMFS	61 FT	NA	6’-0”

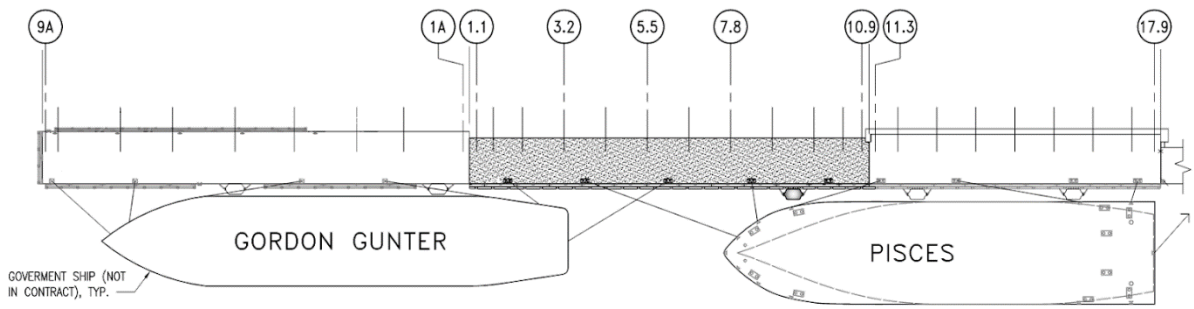
Figure 1 - GMSF Pascagoula Site Plan

Figure 2 - Typical Section Through Wharf



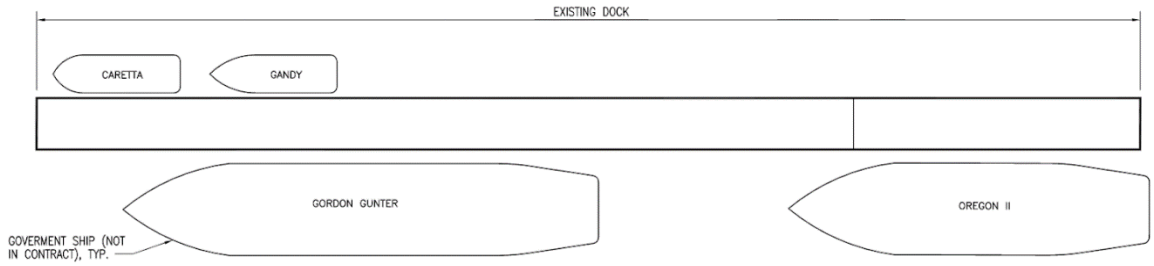
1 SECTION
S-102 S-103 S-301
SCALE: 1/2" = 1'-0"

Figure 3 - Example Mooring Arrangements



SHIP BERTHING AND MOORING ARRANGEMENT

NOT TO SCALE



SHIP BERTHING AND MOORING LOCATIONS

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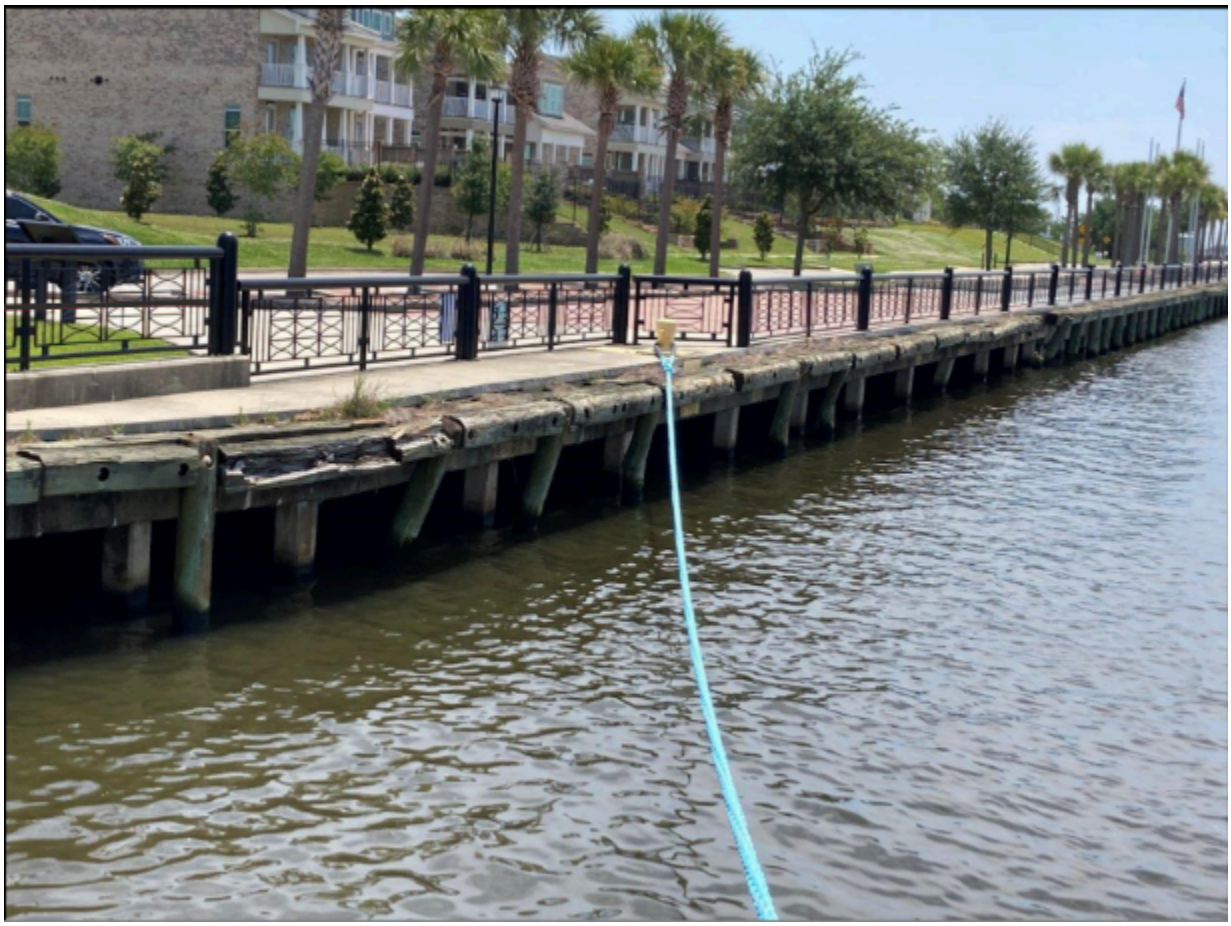
Figure 4 - South Mooring Bollard