

Comprehensive Market Research Questionnaire

Project Delivery & Acquisition Strategy

Originating Agency	U.S. Army Corps of Engineers / Alaska District
Document Type	Sources Sought / Request for Information (RFI) Template
Target Audience	Project Delivery Teams (PDTs) & Industry Partners
Classification	Unclassified / Pre-Solicitation

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1. Project Information Packet (PIP)

Project Overviews & Constraints

Project Name & Location	EIE490 Microreactor Synchronization, Eielson AFB, AK
Mission Statement	Installation of a 45MWth/5 Mwe nuclear microreactor initiative at Eielson AFB by extending the heating, power, communications and water systems to support plant operation and distribution of general electrical and steam utilities to the installation.
Facility Type & Scale	Utilidor and primary distribution lines underground & overhead to enable synchronization of the CHPP and nuclear microreactor with the base electrical and steam heating distribution grids
Primary Functional Spaces	Utilidor (4,400 LF), Primary Distribution Line Underground (3,500 LF) Primary Distribution Line Overhead (6,200 LF), Utility building, and Microgrid Control System/SCADA
Funding Type	MILCON
Target Budget (CCL)	\$135M
Period of Performance	FY27-FY31
Critical Milestones	Planning & Development started December 2025, Construction Award in FY28, Construction substantial completion NLT October 2030, Fiscal Closeout FY31

2. Industry Questionnaire

Purpose: The Government seeks your expert feedback to select the optimal project delivery method and contracting vehicle (FAR-based or OTA) for the above facilities. **Please email your response to Pamela Iverson (Pamela.Iverson@usace.army.mil) and Mark Corn (Mark.R.Corn@usace.army.mil) by 16 October 2026 at 14:00 Alaska Time.**

Accelerated Design-Build to Budget (DBtB)

FAR-based delivery approach where the Government develops sufficient project definition to competitively establish a Firm-Fixed-Price before collaborative design development.

Construction Manager at Risk (CM At Risk) - OTA

Project delivery method where a construction manager acts as a consultant to the owner during the design phase and transitions to a general contractor role during construction.

Progressive Design-Build (PDB) – OTA

Single design-build agreement. Phase 1 collaboratively matures the design and negotiates a Guaranteed Maximum Price cost before the Government decides whether to proceed with construction.

Part I: Company Information & Bidding Intent

Company Name & CAGE Code	
Point of Contact	
Socioeconomic Status (Check all that apply)	☐ Large Business ☐ Small Business (SB) ☐ 8(a) Business Development Program ☐ HUBZone Small Business ☐ Service-Disabled Veteran-Owned (SDVOSB) ☐ Women-Owned Small Business (WOSB)
Bonding Capacity	Single Project Limit: <i>\$(Insert Amount Here)</i> _____ Aggregate Limit: <i>\$(Insert Amount Here)</i> _____
Intent to Propose	☐ Yes as Prime ☐ Yes as Sub ☐ No ☐ Undecided

Anticipated Teaming

- ☐ Standalone Prime
- ☐ Joint Venture (JV)
- ☐ Mentor-Protégé
- ☐ Subcontractor/Designer Only

Part II: Project-Specific Challenges

1. Site and Environmental Constraints

Site location contains a high-water table (3' below ground level in several areas) and likely soil contamination to include PFAS. What risks do you anticipate associated with the high groundwater conditions and contaminated soils during construction? What methods would you use to help mitigate these risks? What information or project requirements would you recommend be established during preconstruction to reduce these risks?

2. Inter-Project Coordination & Site Handover

The Microreactor Synchronization project will require inter-project coordination between the facility and a separate design and construction contract for the nuclear reactor. Coordination between both design and construction contracts will need to take place for the overall success of the project, as well as phased commissioning. What project risks/conflicts do you foresee between the CM At Risk partner, power plant operations, and the reactor contractor? What project controls or coordination mechanisms would you recommend for managing the three parties to mitigate the potentially conflicting schedules and operational requirements. What preconstruction coordination activities would you recommend as the CM At Risk lead with the Government, powerplant operations staff, and reactor contractor to identify and mitigate operational and interface risks before construction begins?

3. CM At Risk Partner Integration

The project is currently at a 35% level of design under an active contract and is currently planned to go forward to the 65% design submission. What risks do you anticipate associated with joining the project at approximately 65% design rather than 35% design? What cost, schedule, constructability or risk reduction may be lost by bringing the CM At Risk partner onboard at the 65% design stage? What information would you require upon joining the project to effectively perform your preconstruction services? What additional preconstruction activities or requirements do you recommend to compensate for late CM At Risk integration (i.e hold off on performing a value engineering study until a CM At Risk contractor can be integrated to the project)?

4. Construction Manager at Risk with Early Contractor Involvement

Delivery method in which a construction manager (CM) is engaged early in the project to provide preconstruction services, including cost estimating, scheduling, and constructability reviews. What collaborative mechanisms encourage close cooperation between the owner, CM At Risk, and design team, which can minimize costly redesign and delays. Describe your experience executing CM At Risk or other highly collaborative delivery methods. How do you approach "open-book" pricing and

transparency during Phase 1 (Pre-Construction) to build trust and ensure the Government is receiving fair market value?

5. Structuring the OTA for Success

Describe which OTA vehicle your firm feels will yield the highest probability of a completed facility at or below the budget target without compromise to project quality. What performance metrics or strategies do you recommend the Government build into an OTA to mitigate the risks of a delay or project cost increase?

6. Temporary Space Requirements

For the project identified, what is the estimated space requirement for temporary facilities including, but not limited to: material laydown, worksite offices, workforce parking, etc.? Furthermore, do you foresee any need for new or upgraded supporting infrastructure, such as access roads or port

facilities, to support construction logistics for each of the identified projects?

7. Construction Duration & Schedule Realism

What do you believe is a reasonable timeframe (in calendar days or years) to complete the project's design and construction phase, assume the awarded agreement is in the fourth quarter of the identified fiscal year?

8. Mobilization & Start-Work Readiness

Assuming an award is made, for the project, what is your firm's estimated lead time to mobilize Phase 1 (Preconstruction Services) and Phase 2 (Construction Services)? What is the optimal time of year for a contract award to align with your mobilization and maximize the active construction season?

9. Unidentified Project Risks

Outside of the challenges already identified, what other significant risks do you foresee for projects of this scale, type and complexity at Eielson AFB? Which project delivery method best supports potential offeror's ability to address unidentified project risks with minimal cost and/or delay of project delivery?

Part III: Budget, Cost Drivers & Schedule

1. Budget Realism

Based on current market data, do the target budgets appear realistic for these facility types and scale?

2. Primary Cost Drivers

What specific project needs or functional requirements do you anticipate driving the most cost?

3. Schedule/Supply Chain Risk

What systems or trades present the most significant schedule risk (e.g., long-lead MEP, local labor)?

Part IV: Defining Value, Collaboration & Financial Drivers

1. Collaboration Priorities

Please rank the areas that would benefit most from early builder involvement during the design phase of the above projects (1 = Greatest Benefit, 5 = Least Benefit).

Area of Collaboration	Rank (1–5)
Cost Certainty & Real-Time Estimating	_____
Schedule Certainty & Phasing	_____
Constructability & Quality Control	_____
Innovation & Scope Betterments (Getting more for the money)	_____
Overall Risk Reduction / Site Mitigations	_____

2. Industry Engagement & Proprietary Meetings

If the Government utilizes a delivery method that allows for confidential, one-on-one proprietary meetings during the solicitation phase to collaboratively discuss innovative solutions, would your firm participate?

☐ Yes ☐ No

3. Stipends (Honorariums) & Proposal Costs

In procurement methods with significant proposal phase efforts, would the Government's offer of a stipend significantly influence your decision to compete?

☐ Yes ☐ No

If Yes, what is a commercially reasonable stipend amount for a project of this scale? *[Insert Amount/Percentage Here]* _____

4. Contract Incentives

What specific contract incentives would best drive innovation and maximize your firm's interest in these projects?

☐ Shared Cost Savings (e.g., within a GMP Structure)

☐ Award Fee for Quality / Innovation

☐ Other *[Insert Recommendations Here]* _____

5. Program Capability/Interest

Considering the project listed in Section 1 for Eielson AFB with a combined estimated value of approximately \$135M:

a) Would your firm be interested in proposing as a prime contractor?

☐ Yes ☐ No

b) If yes, does your firm have the necessary bonding capacity to cover the total estimated project value?

☐ Yes ☐ No

c) If yes, please state your firm's current aggregate bonding capacity. *[Insert Amount Here]*
\$ _____

Part V: Overall Delivery Recommendation

1. Recommended Project Delivery Path

Considering all factors, which project delivery path is optimal for these specific projects?

(Provide a response for each project listed in Section 1 above)

☐ CM@Risk: Government needs to control the design but needs early builder collaboration.

☐ Design-Build to Budget (DBtB): Requirements are understood enough to drive a competitive (10-15%), fixed-price solution, use of proprietary meetings to advance design solutions (highly collaborative).

☐ Progressive Design-Build (PDB): Scope is highly complex/undefined. Requires a single contract to collaboratively mature the design before locking in a GMP.

2. Basis of Recommendation & Contracting Vehicle

Please explain your selections above for each project. Additionally, please indicate if you recommend executing this via a standard FAR-based contract vs the provided OTA type options:

3. Evaluation Strategy

For the project, rank what evaluation criteria you believe the Government should weight most heavily to ensure the highest value project?

Evaluation Factors	Rank (1–4)
Past Performance	_____
Technical Approach/Design	_____
Price/GMP	_____
Key Personnel & Team Integration	_____
Other [Insert Recommendations] _____	_____

4. Commercial Best Practices & Concerns

Please provide any additional comments, overly prescriptive constraints to avoid, and/or commercial best practices the Government should consider.

