

STATE OF ALASKA

Department of Natural Resources
Division of Forestry & Fire Protection



INVITATION TO BID (ITB) 2025-1000-0111 AS-NEEDED AIR TANKER BASE RETARDANT TANK REFURBISHMENT

ADDENDUM 1

ISSUED OCTOBER 1, 2024

This addendum is being issued to change the Deadline for Receipt of Bids date, answer questions from vendors, and make changes to the ITB.

Important Note to Offerors: You are required to sign and return this page of the addendum document with your bid. Failure to do so may result in the rejection of your bid. Only the ITB terms and conditions referenced in this addendum are being changed. All other terms and conditions of the ITB remain the same. This Addendum is hereby made part of the ITB and is a total of ten pages.

MADelyn F. LOWE

Procurement Specialist 3

Phone: 1 (907) 761-6357

Email: madelyn.lowe@alaska.gov

COMPANY SUBMITTING BID

AUTHORIZED SIGNATURE

DATE

QUESTIONS SUBMITTED BY OFFERORS AND ANSWER FROM THE STATE

Question 1: *Should the contractor assume all the ASTs are all the same style? For example, are all the different ASTs built to the same design criteria? Is Attachment 01 (AST drawings) an accurate example of all ASTs?*

Answer 1: The design provided at attachment 1 of the ITB is the desired finished product. All the tanks that require refurbishment have the same general design, horizontal tank on skids. However, the tanks are different in capacity, internal plumbing, and access ports. The objective is to refurbish the tanks to a uniform design/layout in all aspects apart from capacity/volume.

Question 2: *Can photos of the existing tanks be provided? Interiors and exterior of the ASTs would be preferred.*

Answer 2: Exterior photos of the tanks currently requiring refurbishment have been provided for in attachment 7. Internal photos are not available at this time.

Question 3: *Are the existing stairwells and tank-top handrails bolt-on connections? Easily removed and reinstalled?*

Answer 3: The existing stairwells and stairs shown in attachment 1 are not part of the finished design. The tanks currently requiring refurbishment do not currently have stairs, walkways, or handrails attached.

Question 4: *Please confirm how each size and style AST is designed to be lifted. Fork pockets? Lifting eyes?*

Answer 4: Each Tank is different. All tanks are on skids and in most situations can be loaded/dragged onto a commercial rollback trailer. Most of the tanks do have lifting eyes, however, one or two may not.

Question 5: Please provide weights and dimensions of each AST.

Answer 5: Weight and dimensions are not available at this time. Volume of each tank is provided below:

Fairbanks International Airport Tanker Base

- a) 12,000-gallon tank, Quantity of 2
- b) 10,000-gallon tank, Quantity of 3
- c) 8,000-gallon tank, Quantity of 3

Palmer Tanker Base

- a) 10,000-gallon tank, Quantity of 4
- b) 6,000-gallon tank, Quantity of 1

Kenai Tanker Base

- a) 10,000-gallon tank, Quantity of 2
- b) 8,000-gallon tank, Quantity of 2

Tanacross Tanker Base

- a) 12,000-gallon tank, Quantity of 2
- b) 10,000-gallon tank, Quantity of 1
- c) 6,000-gallon tank, Quantity of 1

Question 6: Please share manufacture dates of each AST.

Answer 6: Manufacturer and original manufacturing date are unknown.

Question 7: Are any of the AST's skid mounted? If yes, which ASTs.

Answer 7: Yes, all tanks are on skid mounts.

Question 8: Please advise of the product being stored within the ASTs. Manufacture Name? Trade name?

Answer 8: The two potential products stored in the tanks are water and fire retardant also known as Phos-Chek or LC95aR. Phos-Check is manufactured by Perimeter Solutions.

Question 9: Are there any environmental concerns or procedures that should be considered when handling this product? Any lessons learned? SOA or ADEC mandated procedures?

Answer 9: The tanks will be drained of product (water or Phos-Chek) but may contain residue. Phos-Chek is generally considered non-toxic. MSDS is available and will be provided on request.

Question 10: *Who is responsible for emptying the product from the AST before transport?*

Answer 10: The tanks will be emptied by DOF prior to being transported.

Question 11: *Who is responsible for storing the product that has been removed from an AST?*

Answer 11: DOF will remove and store any product as needed from tanks that require refurbishment.

Question 12: *Who is responsible for cleaning the ASTs prior to loading and transport?*

Answer 12: DOF will drain the tanks prior to loading and transport. Residue from product may remain after tank has been drained. DOF shall rinse the interior and exterior of the tanks as need prior to loading and transport.

Question 13: *How long of an average period of performance should the contractor assume for a coating refurbishment? How long can the AST be offline?*

Answer 13: The tanks can be offline for an extended period, as needed; ideally not to exceed one year.

Question 14: *Historically, are AST refurbishment tasks performed in the winter or summer months?*

Answer 14: This will be the first time DOF has refurbished any of the retardant tanks. Winter work is preferable, DOF is focused in the summer months on fire suppression activities. However, the tanks currently requiring refurbishment are not currently in use and work can be completed at any time.

Question 15: *When was the last time these ASTs were inspected and what is the frequency of these inspections?*

Answer 15: Tanks are inspected annually by DOF.

Question 16: *Will the owner accept “equal or better” product substitutions for interior and exterior tank coating? The interior coating specified, DEVMAT 111 has a 7-day cure to service time. There are a number of products available that have similar or superior performance characteristics, but have a much shorter cure to service (as little as 24 hours in some cases). This reduces the performance period of the refurbishment of the tank, which is good for both parties.*

Answer 16: Yes, equal or better product substitutions will be accepted. All substitutions must be approved by the project manager prior to use.

Question 17: *Section 2.13, FOB Point states that, “the contractor may charge-back the freight charges from the FOB point to the ultimate destination as a separate item on the State’s invoice. These costs must be billed as a pass-through charge”. Can the SOA please expand on this process and define where the line of freight charges starts and stops. Freight or transport often includes additional equipment and labor not directly involved in the freight process or fee. We would assume that if a contractor is tasked with transport of a SOA asset, the SOA would expect that the contractor is liable of the safe and secure transport and would expect the contractor to assume all liability and provide insurance to protect the SOA asset. In the past we’ve seen travel costs treated as pass-through but not transport of goods.*

Answer 17: Freight charges begin at destination of origin and end at the final destination. All costs associated with the approved transportation of goods related to this ITB can be billed to DOF as freight. An itemized invoice must be provided to DOF for all fees (including freight) in order for payment to be processed. A contractor tasked with transportation of an SOA asset must assume all appropriate liability and provide proof of insurance as outlined in Section 2.29 Insurance Requirements of the ITB.

Question 18: *We did not find a DOL Wage Rate referenced or provided in the ITB. Can the SOA please advise to the wage rate requirements for this ITB?*

Answer 18: This ITB does not reference a wage rate or have any such requirements.

Question 19: *Will the contractor have opportunity over the term of the contract to renegotiate rates? Pricing fluctuates considerably over a term of this length and pricing to account for inflation will likely make a contractor “expensive” in the first year or two of the term contract?*

Answer 19: Yes. At each renewal the contractor will be able to request a price adjustment. Price adjustments will be made in accordance with the percentage change in the U.S. Department of Labor Consumer Price Index (CPI-U) for All Urban Consumers, All Items, Urban Alaska.

The price adjustment rate will be determined by comparing the percentage difference between the CPI in effect for the base year six-month average (January through June OR July through December 20__); and each (January through June OR July through December 20__ six-month average) thereafter. The percentage difference between those two CPI issues will be the price adjustment rate. No retroactive contract price adjustments will be allowed.

All price adjustments must be approved by the Procurement Officer prior to the implementation of the adjusted pricing. Approval shall be in the form of a contract amendment issued by the Procurement Officer.

CHANGES TO THE ITB

Change 1: Section 2.07 Contract Price Adjustments has been amended to read:

A contract resulting from this ITB will include the following price adjustment clause:

Consumer Price Index (CPI): Contract prices will remain firm through **DATE**.

The Contractor may request price adjustments, in writing, 30 days prior to the contract renewal date. Requests must be in writing and must be received 30 days prior to the contract renewal date. If the Contractor fails to request a CPI price adjustment 30 days prior to the contract renewal date, the adjustment will be effective 30 days after the State receives their written request.

Price adjustments will be made in accordance with the percentage change in the U.S. Department of Labor Consumer Price Index (CPI-U) for All Urban Consumers, All Items, Urban Alaska.

The price adjustment rate will be determined by comparing the percentage difference between the CPI in effect for the base year six-month average (January through June OR July through December 20__); and each (January through June OR July through December 20__ six-month average) thereafter. The percentage difference between those two CPI issues will be the price adjustment rate. No retroactive contract price adjustments will be allowed.

All price adjustments must be approved by the Procurement Officer prior to the implementation of the adjusted pricing. Approval shall be in the form of a contract amendment issued by the Procurement Officer.

Change 2: Section 2.02 Contract Term has been amended to read:

*The length of the contract will be from the date of award, for **1 year with four (4) "1 year" renewal options** until approximately September 2029.*

Change 3: Attachment 7 has been added to include the following pictures:
Above: Tank located in Fairbanks that currently needs to be refurbished.

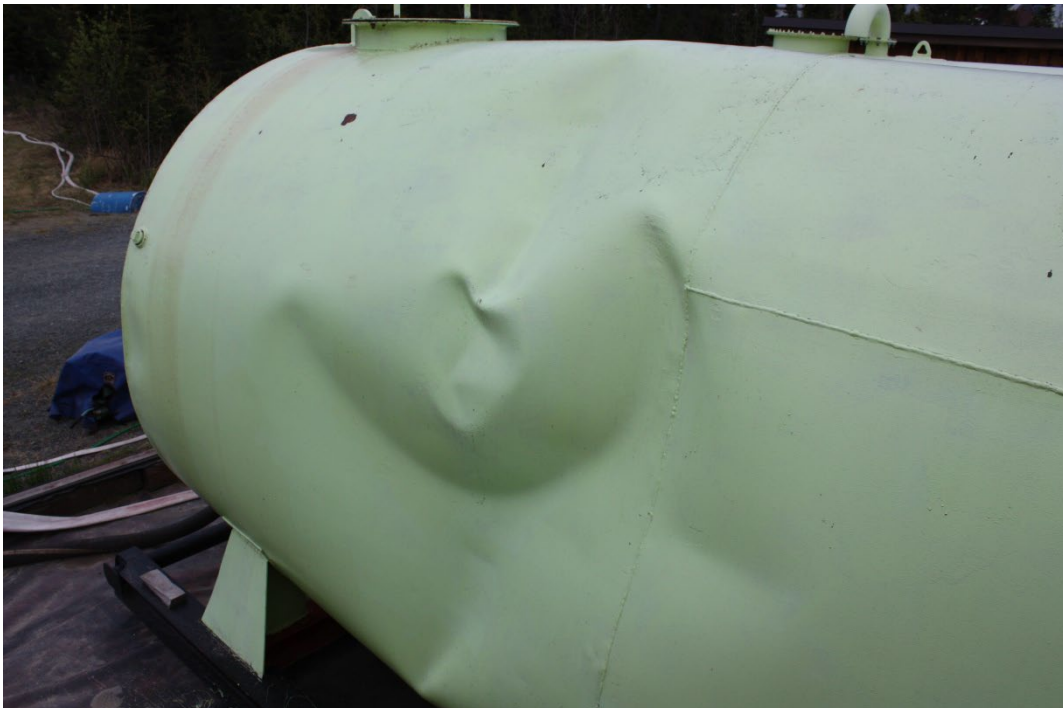


Above: Four tanks in Fairbanks currently requiring refurbishment.

Below: Tank located in Fairbanks that currently needs to be refubed.



Below: Tank located in Kenai that requires refurbishment.





END OF ADDENDUM 1