

STATE OF ALASKA INVITATION TO BID (ITB) ADDENDUM



INVITATION TO BID (ITB) 2025-1000-0222 DELTA RIVER WEST FUEL BREAK – PHASE 2

ADDENDUM 1

ISSUED 12/31/2024

THIS ADDENDUM IS BEING ISSUED TO 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 four pages.

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COMPANY SUBMITTING BID

AUTHORIZED SIGNATURE

DATE

CHANGES TO THE ITB

Change 1: *Section 2.01 Scope of Work, Location and Access, has been updated to read as follows:*

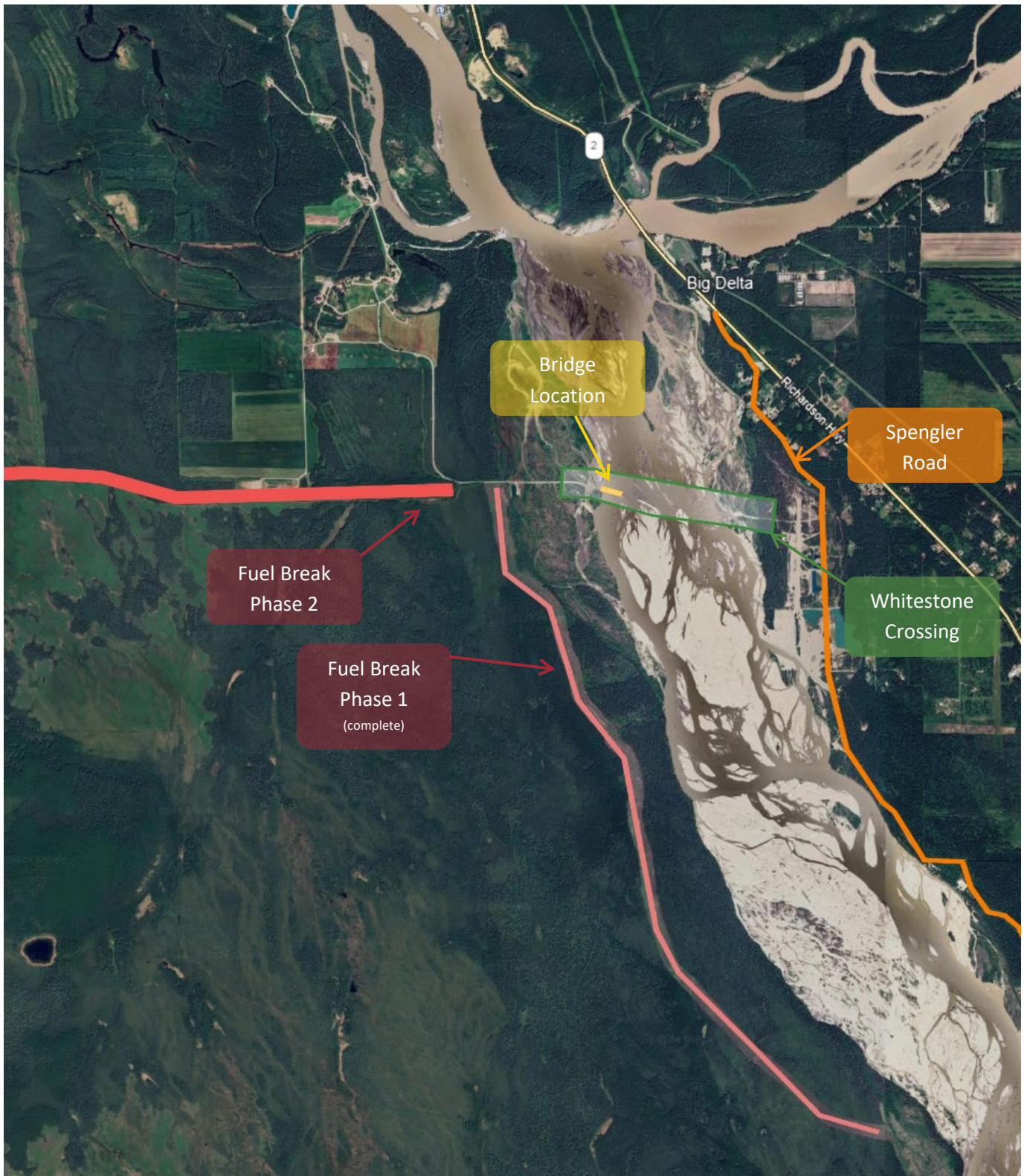
LOCATION AND ACCESS

The project site is located approximately two miles west of Delta Junction, Alaska, running adjacent to the Delta River in an east-west direction from the Delta River to Delta Creek, roughly parallel to Clear Creek. The total length of the project area is approximately 14.6 miles, encompassing a 300-foot-wide fuel break that spans 1,094.7 acres. The site largely follows an old dozer line that was established as a fire break during the 2019 Oregon Lakes Fire. The terrain is generally flat but includes sections along a bluff that will require careful consideration during treatment. Vegetation in the project area primarily consists of black spruce and mixed hardwood tree species under six inches in diameter and averaging less than 40 feet in height. The fuel break will treat both sides of the “road” where conditions permit, with the project boundaries clearly marked on the ground to guide operations. Interested parties can view the project location via the DOF GIS Fuels Reduction Analysis webapp at the following link: [DOF GIS Fuels Reduction Analysis WebApp](#)

Primary access to the project site will be via the winter ice bridge crossing the Delta River from Spengler Road, commonly referred to as the "Whitestone Crossing." On the west side of the Delta River at this crossing, there is a newly installed wood-decked bridge (see Attachment 5 for photos and map). **Heavy equipment over the weight of 10,000 pounds or any tracked equipment is prohibited from using this bridge.** Heavy or tracked equipment can navigate an alternative route across that branch of the river approximately 100 feet from where the bridge is installed or use a different access point. This crossing has historically experienced intermittent flooding during periods of prolonged winter warming and should be monitored for potential disruptions. The Contractor should plan for these conditions and ensure reliable access to the project area throughout the duration of the work. Furthermore, it is imperative to Whitestone community members and other local residents that their primary access route remains open and functional throughout the project and after it has concluded. The Contractor shall immediately notify the Project Manager, or the Area Forester of any damage incurred to the access roads during project activities. The Contractor bears full responsibility for repairing such damage, ensuring that all access roads are returned to their original or better condition at the conclusion of the project. Additionally, there may be alternative access at Remington Road in Delta Junction, this crossing is often installed by DOF and is primarily used to access timber harvest areas. Further information about the Remington access can be provided by the Project Manager or Area Forester on request.

Change 2: *Attachment 5 has been added to the ITB. This attachment includes pictures and a map referencing the bridge mentioned above in “Change 1”.*





END OF ADDENDUM 1