

**STATE OF ALASKA ITB NUMBER 2526H329
AMENDMENT NUMBER ONE (1)**

AMENDMENT ISSUING OFFICE:



Department of Transportation & Public Facilities
Statewide Contracting & Procurement
2301 Peger Rd.
Building # 4
Fairbanks, Alaska 99709

THIS IS NOT AN ORDER

DATE AMENDMENT ISSUED: July 10, 2026

ITB TITLE: Crane Lift and Boom Services with Annual Inspections

DUE DATE: July 21, 2026, at 10:00 AM (Alaska Time)

This is a mandatory return Amendment. *Your bid may be considered non-responsive if this signed amendment is not received [in addition to your bid] by the date and time bids are due.*

Vendor Signature: _____

Date: _____

Printed Name: _____

Bidders Name: _____

The purpose of this Amendment #1 is to:

- **Provide answers to questions received**
- **Include additional information regarding section 2.16 "Estimated Quantities."**
- **Notify bidders that an amended ITB (version 2) has been posted. The amended ITB supersedes and replaces the original ITB and shall be used for all purposes**

Questions and Answers

Question #1:

Could you clarify how DOT&PF handles that compressed window in the first contract year?

Answer #1:

Services under this solicitation for Lots 1–4 are anticipated to begin in May 2027 and continue through September 2027. Bidders shall submit pricing for these lots as outlined in the solicitation.

South Coast Region Lot 5 and Central Region Lot 6 will be required to begin in September 2026, in accordance with the terms and conditions of this solicitation. Bidders shall submit pricing for all lots as outlined in the solicitation.

Question #2:

If the first year's inspection work can't be fully completed by September 30, does it carry forward, or is there flexibility on the standard May-September window for a contract that starts mid-summer?

Answer #2:

The May through September inspection window is based on Alaska's regional weather conditions, as conducting inspections during extreme winter temperatures, such as -40°F, is not feasible. For Northern Region Lots 1–4, inspections are being completed this month under the existing contract. However, the inspection window for South Coast Region Lot 5 and Central Region Lot 6 may be flexible, subject to coordination with and approval by the project manager.

Question #3:

Is there any way to begin the 30-day scheduling notice process earlier - for example, conditional on anticipated award - so mobilization can start as soon as the contract is executed?

Answer #3:

The 30-day scheduling notice process may not formally commence prior to contract execution; however, bidders are encouraged to begin preliminary planning and coordination based on the anticipated award to the extent allowable. The 30-day notice requirement will become effective upon contract execution, at which time mobilization activities may proceed in accordance with the contract terms. Flexibility can be accommodated, particularly given the accessibility challenges associated with some of these areas. Provided that a scheduling plan is submitted at least 30 days in advance, this approach is acceptable.

Question # 4:

Are units Altec AM-450H (SEF Shop, Juneau), Versalift VO455MHI (Juneau Shop), and Dur-A-Lift DPM247DU (SEF, Juneau) considered bucket trucks subject to the dielectric-testing requirement in Scope of Work item #23, or are they classified as non-insulated boom trucks not subject to dielectric testing?

If they are subject to dielectric testing, would the Department consider issuing an amendment adding a "Dielectric Tested" designation next to these units on the Lot #5 Bid Schedule (page 37), consistent with the treatment of the Lot #1 units on page 31? This would ensure all bidders scope and price Lot #5 identically.

Answer #4:

The three boom trucks included in Lot #5 have been confirmed as requiring dielectric testing. Bidders shall include dielectric testing for these units in their bid pricing. The bid schedule has been revised accordingly to reflect this requirement.

Question # 5:

I have a question on Lot #6 (Central District) regarding the remote Aleutian chain and island locations — Kodiak, Adak, Atka Airport, Cold Bay, and Dutch Harbor.

Every one of these sites is reachable only by air or water, and the weather out on the Aleutian chain and the islands is unpredictable enough that a crew can get stranded at any of them well beyond the scheduled

work window. It's entirely possible to get stuck in Adak — or any of these locations — for up to seven days waiting on weather. Under a straight fixed firm price, that risk lands entirely on the contractor, and there's no reliable way to price it in up front. On its own, that weather exposure is enough to ruin a bid: it forces every contractor to either gamble or pad the number to cover a delay that may or may not happen.

Would the State be willing to entertain a fixed firm price for the inspection work with a separate weather/standby (stranded) line item on top of it?

Answer # 5:

The bid schedule has been revised accordingly to reflect this requirement at each location. Additionally, the Scope of Work will be updated to include the following language:

Remote Site Weather Delay and Standby Compensation.

The Contractors acknowledge that some remote work sites under this Contract are accessible only by air or marine transportation and that weather may delay the crew's departure from a site beyond the scheduled work window through no fault of either party. The Fixed Firm Price includes all scheduled inspection work, normal travel to and from each site, and the first two (2) calendar days of any weather-related delay at a remote work site; no additional compensation shall be payable for delays within that period. Beginning on the third (3rd) consecutive calendar day of weather delay — i.e., any delay extending beyond the two (2) days included in the Fixed Firm Price — the Contractor shall be compensated at the standby (stranded) rate set forth in the Bid Schedule, calculated per calendar day, for each additional calendar day or portion thereof the crew remains weather-delayed. The standby rate applies only to delays beyond the Contractor's reasonable control; the Contractor shall notify the State's Project Manager within twenty-four (24) hours of any delay expected to exceed two (2) days, shall document each claimed standby day with reasonable supporting evidence (e.g., carrier cancellation notices or weather reports), and shall make reasonable efforts to secure the earliest available departure once weather permits.

Remove section 2.16 in its entirety and replace it with the following:

2.16 Estimated Quantities:

The quantities referenced in this ITB are estimated requirements and may vary more or less from the quantities actually purchased. The State does not guarantee any minimum or maximum purchase.

An amended ITB (version 2) has been posted to the OPN:

The amended ITB incorporates the revised ITB language, updated Scope of Work, and revised Bid Schedule identified in this amendment. The amended ITB supersedes and replaces the original ITB and shall be used for all purposes.

Signature: _____

Signed by:

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Date: 7/10/2026

Name: Sarah Conlon
Title: Procurement Specialist