

STATE OF ALASKA

Department of Military and Veterans Affairs
Division of Administrative Services



MUKLUK FIRE DEBRIS REMOVAL SERVICES

ITB 270000005

Amendment #2

September 22, 2026

This Amendment is being issued to answer questions from potential bidders and make changes to the ITB.

Important Note to Bidders: You must sign and return this page of the amendment document with your proposal. Failure to do so may result in the rejection of your proposal. Only the ITB terms and conditions referenced in this amendment are being changed. All other terms and conditions of the ITB remain the same.

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COMPANY SUBMITTING BID

AUTHORIZED SIGNATURE

DATE

Questions submitted by potential bidders and answers from the state:

Question 1: Is the two-month performance period mandatory? Should bidders include snow removal and plan to perform the work under winter conditions? Snowfall and freezing conditions are likely during October and November and may affect productivity, access, debris handling, and identifying and locating hazardous materials.

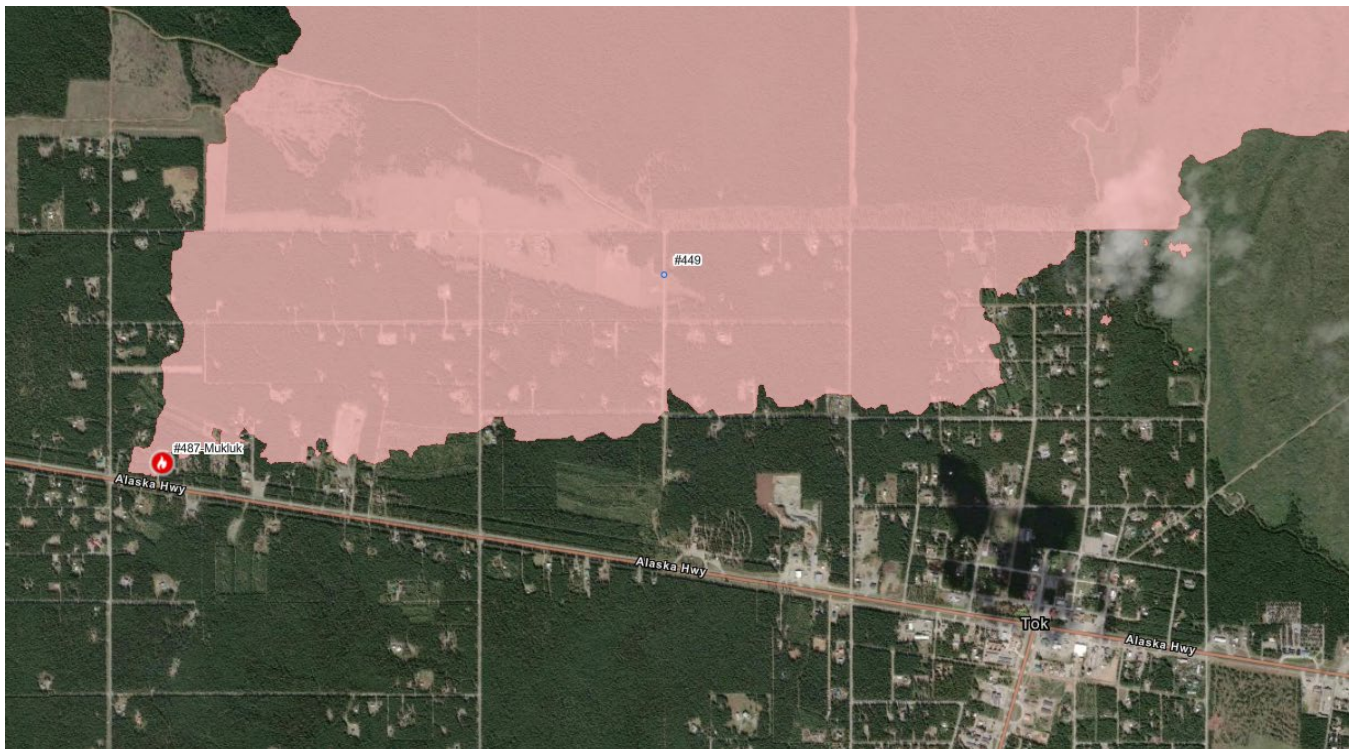
Answer: Snowfall and freezing conditions will need to be fully considered in the project plan, including potential snow removal, site access, debris handling, reduced productivity, and the identification and location of any hazardous materials.

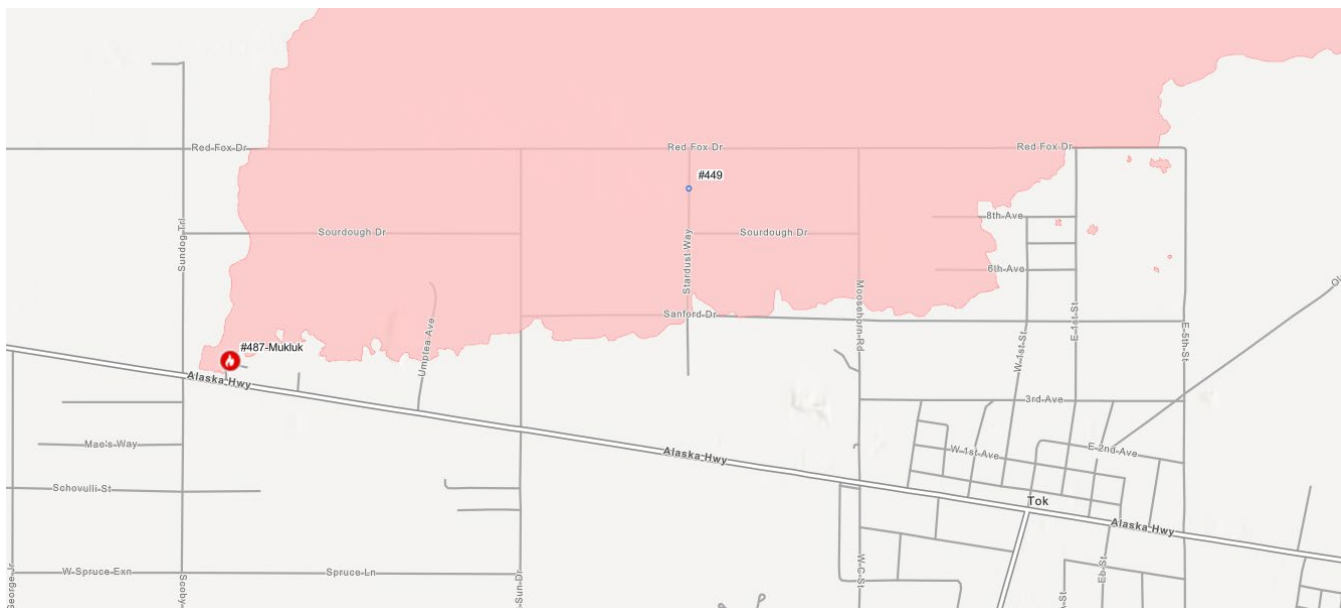
The two-month field-completion period remains the initial performance requirement. The State may extend the completion period by written contract amendment when warranted by weather, site conditions, workload, or other excusable delay.

Question 2: How many private properties are currently expected to be authorized for PPDR at the time of award, and can DHS&EM provide a current property list or map showing anticipated work locations?

Answer: Only properties with a completed Combined Debris Removal Authorization Packet on file and confirmation from DHS&EM or the Debris Monitor are authorized for PPDR. The figures in the solicitation (approximately 50 homes and 108 outbuildings) are planning estimates only. They are not a minimum or maximum quantity of work.

A map of the fire-affected area will be provided to proposers for general orientation. The map below shows the incident area. It is not a list of authorized PPDR properties and does not authorize work on any parcel.





DHS&EM will release properties to the Contractor as Packets are completed and verified. No PPDR work may begin on a property until it is on the authorized list or the Contractor has other written confirmation from DHS&EM or the Monitor.

Question 3: Who determines when Phase 1 hazardous-material removal is complete and how quickly can the Debris Monitor issue clearance for Phase 2?

Answer: The Contractor completes Phase 1 (identification, removal, packaging, and proper disposition of hazardous and regulated materials). The Debris Monitor verifies that Phase 1 is complete and documented. Phase 2 may not start on that property, or on a group of properties as directed, until that clearance is documented and the Monitor or DHS&EM has not objected.

There is no fixed hour-count SLA. The Monitor is authorized to work 7 days a week, 14 hours a day, matching Contractor operations. When Phase 1 documentation and site conditions are complete, the Monitor will review during the same operating period or the next operating shift. Incomplete, undocumented, or unsafe Phase 1 work will not be cleared.

Question 4: Of the estimated 8,000 tons of debris, does the State have an estimated breakdown of material expected to be disposed of at Tok Landfill versus Glennallen, Fairbanks/Anchorage recyclers, or out-of-state facilities?

Answer: The 8,000-ton figure is a planning estimate only. DHS&EM does not guarantee a facility-by-facility split.

For bidding:

- Tok Landfill — primary site for non-hazardous structural, C&D, ash, and similar material Tok will accept.
- Glennallen Class II — backup if Tok cannot take the volume or material type.
- Recyclers (K&K Fairbanks and Anchorage options) — scrap metal, burnt vehicles, and white goods wherever practicable.
- Out-of-state — only waste streams that cannot lawfully be accepted in Alaska, including true hazardous waste.

Actual destinations follow facility acceptance rules, DEC requirements, and the Contractor's approved Waste Management and Disposal Plan. Payment is based on Monitor-validated tickets and documented final disposition, not on the 8,000-ton estimate.

Question 5: Because Tok and Glennallen landfills do not have certified scales, please clarify when the ton-based bid item will apply versus the cubic-yard fallback method, and where certified scale weights are expected to be obtained.

Answer: Tok and Glennallen do not have certified scales. Cubic yards are the primary unit for mixed debris, C&D, and similar material: Monitor-certified truck, trailer, or container capacity and Monitor-validated load tickets (percent full, type, origin, destination).
Tons apply only when that specific load is weighed on a certified scale at a facility that issues a scale ticket (typically a recycler or other scaled facility). That ticket is the payment quantity for that load.
Tok and Glennallen volume loads will not be converted to tons for payment.

Question 6: If Tok Landfill cannot accept the anticipated volume and the contractor is directed to haul debris to Glennallen or another more distant facility, will the additional transportation cost remain included in the originally bid unit price, or will that condition be addressed through a contract modification?

Answer: Price cubic-yard and per-each removal/haul items assuming Tok Landfill as the primary disposal point for material Tok will accept, and recyclers for metal, vehicles, and white goods as specified in the Scope.
If DHS&EM directs a change of final destination that materially increases haul distance (Tok unavailable; directed use of Glennallen or another more distant authorized facility for volume bid to Tok), that change will be handled by contract modification. It is not included in the Tok-based unit price.
Normal routing of metal, vehicles, and white goods to recyclers is already in the Scope and is not a change order.

Question 7: Does DHS&EM anticipate providing an approved temporary debris staging area, or is the contractor responsible for locating, leasing, preparing, securing, and restoring a staging area? The ITB permits temporary staging subject to State approval and appropriate BMPs.

Answer: DHS&EM does not guarantee a State-furnished staging site. Temporary staging is allowed if needed, subject to State approval and BMPs. A formal DEC permit is generally not required; DEC may issue a letter of non-objection.
Unless an addendum names a State site, the Contractor is responsible for locating, obtaining rights to use, preparing, securing, operating, and restoring any staging area, and for obtaining the DEC letter of non-objection or equivalent. Proposed locations and BMPs must be approved by the State before use.

Question 8: Will the State provide any fuel, lodging, office space, staging support, or other contractor-furnished services in Tok, or should bidders assume everything is contractor-provided?

Answer: No. Fuel, lodging, crew housing, office or yard space, communications, and similar support are contractor-furnished.

Question 9: Please provide any available estimate of the types and quantities included in the 1,200 tons of Special Handling/Segregation debris, including anticipated ACM, lead-containing material, ash, HHW, contaminated soil, batteries, propane cylinders, or other regulated materials.

Answer: That figure is a planning estimate only. DHS&EM does not have a surveyed breakdown by ACM, lead, ash, HHW, contaminated soil, batteries, or cylinders.
Bidders should expect a mix of the materials listed in the Scope: chemicals and free liquids, batteries including lithium, ACM, lead-containing materials, mercury items, petroleum containers, propane and other cylinders, pesticides, paints, solvents, refrigerants, and other fire-related regulated materials. Quantities will be determined in the field during Phase 1. Do not treat 1,200 tons as a guaranteed pay quantity.

Question 10: The Bid Schedule indicates residential debris quantities include a 3- to 6-inch soil scrape beneath structure footprints. What criteria will determine the required scrape depth, and will post-removal confirmation sampling be required

Answer: The scrape is removal of visible wildfire ash and structural debris and the fire-impacted surface soil only within the documented ash/debris footprint. Depth is the minimum needed to remove visible ash-impacted soil, not to exceed 6 inches below existing grade after debris is gone.
Not included: grading, cut-and-fill, compaction, import of fill, foundation or slab work, finish grade, landscaping, or site restoration. Work outside the documented ash footprint is extra and is not in this bid item.
Confirmation sampling is not required under this contract and is not a condition of payment or FEMA PPDR eligibility. The scrape itself is the health-and-safety action. If DHS&EM later directs sampling on a specific property, that work will be separately authorized. The Contractor shall photograph the footprint before and after the scrape.

Question 11: Please clarify the training and certification expectations for field personnel. Specifically, does DHS&EM expect 40-hour HAZWOPER for all debris-removal personnel, or only workers directly involved in hazardous-material identification, handling, and removal? The solicitation requires qualified personnel and specialized capabilities but does not establish a specific training matrix

Answer: DHS&EM is not requiring a second formal training course beyond HAZWOPER.
Site-specific training means orientation to this project's Health and Safety Plan and known site hazards before work begins (ash and lithium-battery fire risk, wet methods for possible ACM, Packet and stop-work rules, cold weather, haul routes, and emergency contacts). That orientation is required for all field personnel. It is not an additional 40-hour course.
Phase 2 debris crews working after Phase 1 clearance do not need 40-hour HAZWOPER solely because they are on a fire-debris site after hazmat has been removed. Asbestos-related tasks require the certifications in the Scope. The Contractor's HASP shall state the training matrix and keep records on site.

Question 12: What work schedule should bidders assume for pricing purposes, including expected days per week and daily work hours? Will DHS&EM and Debris Monitor personnel be available to provide continuous coverage for extended shifts and weekend operations?

Answer: The Debris Monitor is authorized 7 days a week, 14 hours a day. The Contractor may work the same schedule.
For pricing, assume operations within that 7×14 envelope, as directed by DHS&EM. Public roads shall remain passable. Work beyond 7×14 requires written DHS&EM approval.

Question 13: Please clarify when the two-month field-completion period begins and whether delays associated with incomplete PPDR authorization packets, unavailable properties, or State/Monitor direction will extend the completion period or suspend liquidated damages.

Answer: The field-completion period begins on the field-start date in the Contract Award.
The contract may be extended by a bilateral amendment for workload, site conditions, and weather, including the Interior winter window, generally one to two additional months if needed.
Delays caused solely by incomplete Packets, unavailable properties, or written stop-work or sequencing by DHS&EM or the Monitor are excusable for the affected properties if the Contractor gives prompt notice and continues work on released properties. Those delays support a time extension and are not a basis for liquidated damages on the delayed lots.
Contractor-caused delays (crew, equipment, rejected loads, incomplete Phase 1 documentation, failure to transmit Packets the Contractor collected) do not extend time or suspend liquidated damages.
Properties authorized after Contract Award will be scheduled as directed.

Question 14: Please clarify which hazardous-material costs are included in the contractor's unit prices versus reimbursable actual-cost disposal expenses. Specifically, are waste profiling, laboratory testing, containers/overpacks, manifests, freight, and out-of-state hazardous-waste transportation included in the contractor's unit price or reimbursable under the disposal/recycling cost line?

Answer: **In the unit prices** (labor, equipment, haul, handling, incidentals):

- Phase 1 identification, segregation, on-site packaging, and handling
- Waste profiling and laboratory testing the Contractor obtains to characterize and ship the waste
- Containers, overpacks, labels, and absorbents used to package the waste
- Preparation of shipping papers and manifests
- Contractor labor and equipment to move packaged material to the designated receiving, recycling, or transfer point

Reimbursable actual-cost line (gross facility charges minus recycling or end-use credits; no markup unless the bid schedule states a handling percentage):

- Landfill tipping fees and recycler or end-use facility charges
- Documented facility premiums for extended hours or special handling
- Out-of-state hazardous-waste facility disposal charges
- Third-party licensed hazardous-waste transporter freight invoiced for that shipment, when that freight is not already in a unit price

If a disposal, recycling, or licensed HW transporter facility bills the cost against a specific load or shipment, it belongs on the reimbursable net-cost line. Crew time, contractor trucks, contractor-purchased testing, and packaging supplies stay in the unit price.

Reimbursable invoices must include facility invoices or credit memos and the State/Monitor tracking detail by property or public right-of-way segment.

Question 15: Sec 2.12 Where will the inspection of the conveyance vehicle be conducted by the State or the debris monitor? Will this person be on site at all times to accomplish this or will the contractor have to account for traveling to a specific site to accomplish this thus incurring additional travel time and labor?

Answer: Inspection is done in the field at the work / load site, not at a remote check station.

- Before operations start: the Debris Monitor will measure and certify each truck, trailer, or container that will haul debris. That certification is done where the equipment is available in Tok (or at the first work site), not at a facility the Contractor must travel to as a standing requirement.
- During operations: the Monitor assigned to that site inspects the loaded conveyance before it leaves the property or load site (load covering/containment, percent full, debris type, origin). The Monitor is on site with active work. The Contractor does not deadhead to a separate inspection yard for each load.

If a truck is added later, the Contractor shall present it to the Monitor for capacity certification before it is used. Ordinary movement of that truck to the active work area is part of mobilization/haul, not a separate paid trip.

The Contractor should not price extra travel time for a remote inspection site

Question 16: Under Attachment 2 Bid schedule quantities are listed by Ton or CY to be verified by waste tickets- Above it says offered prices must be full inclusive of the labor equipment, transportation, handling, insurance, overhead, profit, and other costs necessary to perform the applicable work, except for disposal, recycling, tipping, and end-use facility charges that are expressly reimbursable at documented net actual cost under Line 9. Could the Bid sheet be modified for separation of labor/ consumables etc. into a day rate with disposal charges to be set using waste tickets for verification.

Answer: No. The bid schedule will stay unit prices (CY, tons where scaled, per-each as listed) plus Line 9 reimbursable net actual disposal/recycling cost.

Offered unit prices remain full compensation for labor, equipment, transportation, handling, insurance, overhead, profit, and other costs to perform that pay item, except disposal, recycling, tipping, and end-use facility charges on Line 9.

A day rate would turn the contract into time-and-materials style pricing. That does not match this solicitation, does not match how quantities will be monitored (certified capacity and load tickets), and is a poor fit for FEMA/State Category A documentation, which is built on quantities removed and disposed, not hours on site.

Waste tickets still verify Line 9 (and support CY/ton quantities). They do not replace unit-price payment for the removal and haul work.

Bidders shall bid the schedule as published.

Question 17: The RFP states, "*The Contractor shall not mark up reimbursable disposal and recycling costs unless the pricing schedule expressly allows a stated handling percentage.*" Please provide the state/FEMA approved handling percentage.

Answer: There is no approved handling percentage. Unless the bid schedule states a number, reimbursable disposal and recycling costs are passed through at documented net actual cost with no markup. Do not add a percent for overhead or profit on Line 9.

Question 18: The RFP is clear on DEC spill reporting for Pubic Property. What is the contractors responsibility/requirement for Private Property?

Answer: The same rule applies to both Component 1 (PPDR) and Component 2 (public property). The Contractor shall immediately report all oil and hazardous substance releases to DEC (1-800-478-9300 or ReportSpills.alaska.gov) and shall simultaneously notify DHS&EM and the Debris Monitor. That includes releases discovered or caused on private property during PPDR.

Question 19: Please confirm, that the scraping of material below foundations is only for structures without a traditional concrete foundation and that foundation removal is not part of the scope of this RFP

Answer: Confirmed.

- The scrape is visible wildfire ash, structural debris, and fire-impacted surface soil only within the documented ash/debris footprint. Depth is the minimum needed to remove visible ash-impacted soil, **not more than 6 inches below existing grade after debris is gone.**
- **Foundation and slab removal are not in this contract.** Do not undermine, lift, break, or remove traditional concrete foundations or slabs.
- On properties with a slab or foundation, scrape only accessible ash-impacted surface soil in the documented footprint around or over that surface. Do not scrape "below" the foundation.
- Grading, cut-and-fill, compaction, import of fill, finish grade, landscaping, and site restoration are not included.

Question 20: Would the state accept certified mobile scale weights?

Answer: DHS&EM will accept **net weights** from a certified, calibrated portable truck scale as the quantity of record for unit-price (per-ton) work when all of the following are met:

- The device is a portable truck or legal-for-trade vehicle scale appropriate for the haul units used.
- Current calibration or place-in-service documentation is retained in the project file.
- Each paid quantity is a **net weight** (gross loaded weight minus a documented same-day tare, or inbound/outbound weighing on the same scale).
- The Debris Monitor documents eligibility, load contents, truck identification, and disposal of that same load.
- Tickets can be tied to date, pickup location (property or public location), component (PPDR vs public), and final disposal or recycling site.
- Scale setup follows manufacturer and certifier requirements.

If those conditions are not met, quantities shall be documented in **cubic yards** using certified truck capacities and Monitor percent-full estimates.

Ton payment is load-specific. Unapproved or incomplete scale use does not convert Tok or Glennallen volume loads to tons.

Question 21: Will the state accept Bison container scales and jacks (such as Bison C-Jacks and C-Scales), with OIML certification, for field weight ticket verification?

Answer: DHS&EM will accept net weights from Bison C-Jacks / C-Scales only when the debris is containerized in an ISO shipping container or other container those devices are designed to lift and weigh at the corners.

Acceptance is limited to that containerized method and requires:

- Current calibration records;
- A documented tare or empty-container weight;
- Debris Monitor verification that the container holds eligible disaster debris only; and
- Documentation tying each weighed container to pickup location, component, and final disposal or recycling site.

C-Jacks / C-Scales are not a substitute for truck, roll-off, or landfill scales on loose or non-containerized debris. If debris is not in a container those devices can weigh, quantities shall be documented by a certified mobile truck scale under item 4 or by cubic yards using certified truck capacities and Monitor percent-full estimates.

OIML marking alone is not enough. The same calibration and Monitor-ticket rules apply.

Question 22: Please confirm that SWPPP's will not be required.

Answer: A construction-stormwater SWPPP is not required solely because this is a debris-removal contract. This work is not site development.

The Contractor is still responsible if its own operations trigger the APDES Construction General Permit (generally land disturbance of one acre or more, including a common plan, or a support/staging area that meets that threshold). If that happens, the Contractor obtains coverage and prepares the SWPPP.

Even without a SWPPP, staging and work areas must use the BMPs in the Scope so they do not create polluted runoff, litter, or a public nuisance. A DEC letter of non-objection for staging may still be required.

Question 23: With the period of snow cover in Tok running from approximately October 10 through April 13, at what snow level will the State authorize a winter shut down and suspension of Liquidated Damages?

Answer: The Contractor and the Debris Monitor may recommend suspending field operations if winter conditions (such as snow, ice, frozen ground, or other circumstances) prevent safe work or reliable documentation. However, such recommendations do not authorize a shutdown on their own.

The DMVA/DAS Procurement Officer may approve any change to the project schedule, terms, or performance requirements. If the State determines that winter conditions warrant suspension, the Procurement Officer will issue a written amendment formally directing the suspension of field operations and establishing the conditions for restart in the spring. During this directed suspension, the contract completion period will be paused and liquidated damages will not accrue.

The Contractor shall not suspend or stop work without a written amendment issued by the Procurement Officer. Field representatives, including DHS&EM personnel, are not authorized to modify the schedule, price, term, or any contractual requirement.

Question 24: For the anticipated spring contract re-start, will the State consider waiting until any road restrictions are lifted and suspend Liquidated Damages? If the work is necessary prior to removal of weight restrictions, will the State allow for a change order, as more trips/ additional costs will be incurred per Ton/unit rate.

Answer: If seasonal weight restrictions make legal haul impractical, DHS&EM may delay restart until restrictions are lifted. That directed delay suspends the completion period and liquidated damages for the affected work.
If DHS&EM directs work during restrictions, extra trips or reduced loads needed to stay legal will be addressed through a bilateral amendment. Do not assume unrestricted legal axle weights from breakup through the restriction period.

Question 25: As approval or continuation of a contract resulting from this ITB is contingent upon legislative appropriation, and the State legislature does not convene until January 2027, what are the anticipated impacts to the project?

Answer: Award and continuation remain contingent on available funding. The State makes no guarantee regarding future appropriations or funding availability. If funds are not available when needed, the State may delay, suspend, reduce, or terminate work in accordance with the contract. The Contractor will be paid only for authorized work performed.

Question 26: Please confirm that FEMA will pay overtime rates for this Tok related Mukluk work if required by direction of the State or State authorized representatives.

Answer: This is a unit-price contract. Labor costs—including overtime the Contractor pays employees under the FLSA or company policy—are **included in the unit rates** and are not billed separately. The authorized work window is up to 7 days a week, 14 hours a day. Price that schedule in the unit rates. DHS&EM cannot confirm a separate FEMA overtime multiplier.

Changes to the ITB:

Change 1: Questions regarding this Invitation for Bids should be submitted via email at MvaDasProcurement@alaska.gov, and the deadline for submitting questions is **September 28, 2026, at 4:00 p.m.** Alaska Standard Time.

Change 2: The deadline for bids is now extended to **October 2, 2026, at 02:00 P.M.** Alaska Time. Bids submitted after the deadline will be considered non-responsive and will not be evaluated.

END OF AMENDMENT 2