

**STATE OF ALASKA IRFP NUMBER 2522H051**  
**AMENDMENT NUMBER ONE**  
**AMENDMENT ISSUING OFFICE:**



Department of Transportation & Public Facilities  
Statewide Contracting & Procurement  
P.O. Box 112500  
(3132 Channel Drive, Room 310)  
Juneau, Alaska 99811-2500

**THIS IS NOT AN ORDER**

**DATE AMENDMENT ISSUED: February 9, 2022**

**IRFP TITLE:**  
**FALL PROTECTION TRAINING**

*This amendment serves to revise sections of the IRFP, answer vendor questions and extend deadline to submit proposals. This is an informational amendment only and return is not required.*

**PLEASE CLOSELY REVIEW THE CHANGES NOTED IN THIS AMENDMENT.**

**Change 1:      Extend the deadline to submit proposals and revises Sec. 1.12 IRFP Schedule as follows:**

- Deadline for Receipt of Proposals **2/25/2022**,
- Proposal Evaluation Committee complete evaluation by **3/8/2022**,
- State of Alaska issues Notice of Award **3/11/2022**,
- State of Alaska issues contract **3/14/2022**,
- Contract start **3/15/2022**.

**Change 2:      Revises Sec. 1.04 Prior Experience and removes the language highlighted below:**

Offeror must demonstrate in writing they have a minimum of five (5) years' experience in conducting professional safety trainings and a thorough knowledge of related OSHA standards **and DOT&PF Safety Manual requirements.**

**Change 3:      Revises Sec. 6.01 Alaska Business License and Other Required Licenses and removes the language highlighted below:**

Prior to the award of a contract, an offeror must hold a valid Alaska business license. **However, an offeror must hold a valid Alaska business license prior to the deadline for receipt of proposals.** Offerors should contact the **Department of Commerce, Community and Economic Development, Division of Corporations, Business, and Professional Licensing, PO Box 110806, Juneau, Alaska 99811-0806**, for information on these licenses.

**Change 4: Provides answers to vendor questions.**

1. **Question from Vendor:** Would sub-contractor be the Alaskan vendor who would bid this, not actually provide the training or would this be the vendor who is providing the needed training, but not local or bidding direct?  
**ANSWER: The vendor who is providing the training, but not involved in the bidding process, is the sub-contractor. Section 3.10 states that "Sub-contractors will not be allowed".**
2. **Question from Vendor:** Regarding the 30 people in the training class, can the training be offered with two trainers in two separate rooms, break up classroom training into two rooms? This would offer better one on one training with your group. The student to trainer ratio is not great with 30 students in one class with one trainer/instructor.  
**ANSWER: Dividing training class into two separate rooms with two separate instructors, will be considered.**
3. **Question from Vendor:** With regards to 20 minutes for testing? That would be almost impossible since the test required for this type of training has 50-75 questions.  
**ANSWER: Alaska Department of Transportation and Public Facilities (DOT&PF) is willing to work with the trainer to lengthen the testing time, depending on the overall proposed schedule.**
4. **Question from Vendor:** How important is the issue of conducting all the training in Palmer Alaska?  
**ANSWER: Sec. 3.08 states that suggested alternate training sites in Alaska, provided by the vendor, will be considered.**
5. **Question from Vendor:** Is part of the current or previous DOT rescue plan, when using a Under Bridge Inspection Vehicle, (UBIT) to always have a second UBIT as the always available rescue platform, or, due the crews work one UBIT and would inherently need to go to rope access procedures for employee rescue if there were an incident with the original UBIT?  
**ANSWER: No, it cannot be assumed that both UBIT's will be present on an inspection or that a 2<sup>nd</sup> UBIT can always be used for rescue. Self-rescue from the Aspen Aerials A-30 requires a ladder or minimal rope access.**
6. **Question from Vendor:** How many DOT personnel on a normal DOT bridge inspection crew?  
**ANSWER: There are usually 4-5 people per UBIT on an inspection, not including flaggers who we assume would not be able to assist with a rescue. An inspection without a UBIT at heights could have 3 or more people.**
7. **Question from Vendor:** When was the last time these crews had their fall protection training that was specific to their operations of bridge inspections in Alaska? Are the crews certifying every two years and have the crews been performing to the ANSI standard of an "annual practice rescue"?  
**ANSWER: Staff train annually in April or May for bridge inspection fall protection and have done so for decades. Training has involved all the topics being requested by this IRFP.**
8. **Question from Vendor:** Who was the previous vendor that supplied this training service for DOT?  
**ANSWER: The previous trainer was a DOT&PF employee who retired.**

9. **Question from Vendor:** Section 3.01, Target Audience, details the class size can be anywhere from 20 to 30 participants. This is a 1/3 differential in class size from small to large. This would require significant differences in instructor/student teaching ratios, equipment requirements and time requirements for student completion of mandatory exercises, as well as determining logistical cost for this training. Is there a possibility of a “firm attendance number” that would match the firm budget of \$30,000.00?

**ANSWER:** It is not possible to provide a firm number of trainees. There are currently 20 trainees enlisted to receive the training. **This amendment serves to reduce the maximum class size to 25 trainees.**

10. **Question from Vendor:** Much of the description talks about fall protection equipment, training, and principals and very little speaks about rescue training. When we were first contacted about this training we were led to believe that what you were seeking was predominantly rescue training with a fall protection component but the description makes it sound like the reverse. The program we have typically run for bridge engineers and maintenance workers is predominately a crew based rescue course with a fall protection component. Just looking for clarification as to what the major component of the course should be designed around. Rescue or fall protection.

**ANSWER:** Typically, the structure of our trainings has been approximately 30% fall protection, 10% rope skills, 50% self-rescue and 10% practice with truck operations. The trainer would spend more time with new employees and target skills as needed based on the individual's experience level. Activities were repeated as needed with various skills being practiced concurrently in small groups. In the past, the first day covered fall protection and the test. The 2<sup>nd</sup> day involved practice driving trucks while other team members concurrently practiced rope work and rescue. The 3<sup>rd</sup> day typically involved a review of skills from Day 2 and more advanced self-rescue scenarios from the trucks (e.g. horizontal rescues). An example agenda is provided as Attachment 10.

11. **Question from Vendor:** What type and level of rescue training have you performed in the past for your members? We understand that some personnel in the course may have little to no training but would like to be sure the course we are modelling fits with what training has been conducted in the past.

**ANSWER:** Employees have trained annually under a Department employee for at least a decade. Prior to that, various vendors have taught the annual fall protection and rescue training. Assume about 25% of class will be completely new training.

12. **Question from Vendor:** What type and level of rescue training have you performed in the past for your members? We understand that some personnel in the course may have little to no training but would like to be sure the course we are modelling fits with what training has been conducted in the past.

**ANSWER:** Department uses 5:1 pulleys, truck-mounted davit with manual winch, and descenders for rescue. Equipment like ascenders, descenders, and pulleys are most Petzel brand. SRL's and HLL's are mostly Miller brand.

13. **Question from Vendor:** What type of harnesses do your bridge inspectors and maintenance workers wear while working in your UBIT equipment? Standard fall protection harnesses or a rescue type harness with waist attachment point?

**ANSWER:** Most harnesses used by inspectors are a SALA construction harness with chest D-ring or spreader bar between the positioning rings. All harnesses have trauma straps.

14. **Question from Vendor:** Will the winning provider be required to provide all needed rescue and fall protection equipment or will we be supplementing your own equipment?

**ANSWER:** The Department will provide all rescue and fall protection equipment and expects to train with their own equipment. We are open to suggested new equipment. Ideally, the winning vendor would propose new equipment in advance of the training so the Department could procure what is needed ahead of time.

15. **Question from Vendor:** Is your agency looking to simply reteach an existing training program or are you open to changing and expanding your program to new ideas and techniques, particularly in the rescue component?

**ANSWER:** The Department feels they currently have good practices that keep employees safe and meet OSHA requirements. However, we are open to learning new practices and techniques.

16. **Question from Vendor:** Would you be able to provide me with the DOT&PF Safety Manual?

**ANSWER:** Please see Change 2 of this amendment.

17. **Question from Vendor:** Would you be able to provide me with the current Fall Protection Pocket Guide?

**ANSWER:** There is no current Fall Protection Pocket Guide available. The guide is being developed as a completely new document.

18. **Question from Vendor:** Additionally, is there any equipment such as fall-arrest harnesses, rope, rescue gear, or otherwise that we would be required to supply?

**ANSWER:** Please see answer to question number 14 of this amendment.

**ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME.**

**State Signature**

Signature: Ian Martin

Date: 2/9/22

Name: Ian Martin, Procurement Officer

Title: Procurement Specialist I

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