

**2003 – 2004 Highway Maintenance Contracts
Service Areas 11**

January 24, 2006

Q 1 The response to Q1 posted on the FAQ on January 13, 2006 is referred.

The quantities of quantified work have gone up in most activities. Based on historical work accomplishments as posted, it appears that the new quantities have been adopted in most cases with reference to the highest work accomplishments of the last 5 years, rather than the average. On the basis of your approach, most quantified work activities end up with more annual quantity. This is contradictory to the Ministry's intent of keeping the quantity of work relatively the same, as we understand from your response to Q1. Examples of activity showing substantial quantity increase: overlay patch, surface treatment, spray patch, crack sealing, grading, ditching, concrete repairs and epoxy injection. Given the minimal increase in Upset Price, is the Ministry prepared to lower the proposed level (quantities) of quantified work?

A No

Q 2 There has been a noticeable increase in the number of Provincial signs requiring Prismatic Lens (Diamond Grade) sheeting and lettering. This is often discovered only when a replacement for an existing sign is ordered. These are substantially more expensive than the existing inventory of installed signs. Is it a new policy/specification (i.e. revision to the Specifications for Standard Highway Sign Materials) and what is the anticipated time-table for implementation of the escalation of the retro-reflectivity?

A **The contractor is required to maintain various manuals including but not limited to the Specifications for Standard Highway Sign Materials, Fabrication and Supply, which are updated from time to time. The contractor should also be aware of any Technical Circulars amending material specifications. T-Circulars are available on the Ministry Website.**

Q 3 As per Question 1, should we price based on the current specification and anticipate cost reimbursement through Article 7 whenever the specification is upgraded by the Ministry?

A **The contractor must develop their bid based on the best information available. The contractor is required to meet material specifications identified in various manuals and T-Circulars. No re-imbursement through an Article VII adjustment will be contemplated.**

Q 4 Based on our experience in other service areas, ICBC has consistently rejected the Direct Plus Rates and reduced damage to property (CMC) claims. Will this be the case in service area #11 or should we assume ICBC will adopt the Direct Plus Rates as per the Maintenance Agreement?

A The Ministry of Transportation is not in a position to indicate what ICBC will or will not do.