

2003 – 2004 Highway Maintenance Contracts
Frequently Asked Questions
Last Update October 3, 2003

Service Area 06 (Lower Mainland)

- Q1. SA06 – Local Area Specification #5
Please clarify the electrical responsibilities at each location. The electrical components are not the responsibility of the contractor currently; this new responsibility will increase costs significantly and should result in an increase to the upset price.
- A. The complete responsibilities for electrical maintenance are currently being revised and will be detailed in an upcoming amendment to the RFP. The upset price will be revised to reflect this change in responsibilities.**
- Q2. SA06 – Local Area Specification #7
Safety line certification is not currently part of the maintenance agreement, does the ministry have historical costing for this item, we are aware it is significant and should be reflected in a higher upset price.
- A. Certification is required and cost estimates appear minimal and should not be of a material nature requiring a change to the upset price.**
- Q3. Mowing-Shoulder KMs should be 2500 per year based on our inventory?
- A. Shoulder mowing and area mowing will be amended in an amendment to the RFP.**

Q4. The staffing requirement for the George Massey Tunnel seems excessive. The duties at the tunnel appear similar to that at Lions Gate (Service Area 4) and the Pitt River Bridge; both of these locations have 1 operator 24/7. The Ministry also operates the HOV from Pitt River, I assume, with the same operator. The software implemented at the George Massey Tunnel, Lions Gate and the Pitt River Bridge are the same.
Why is there an additional operator at the tunnel and what are that operator's duties?

We do not want to reduce the current staffing levels at the George Massey Tunnel at this time. We are planning a seismic rehab project at the tunnel that will involve daily night time closures on one tunnel at a time for a period of 18+ months. These works will involve specialized traffic control and the counterflowing of traffic nightly. The ministry is moving towards including the auxiliary systems into the lane control system software with the seismic upgrade project. When both of these aspects are complete, the ministry will negotiate with the maintenance contractor, a reduction in the staffing level.

What is that operator dedicated to?

- Counterflow operations**
- VMS sign operations**
- CMS sign operations**
- incident monitoring and response**
- lighting controls**
- CO2 monitoring and fan controls**
- radio communications**
- operations logging**

Is this an error?

No

What is the existing staff level, are there currently 2 operators at the location?

Currently at George Massey Tunnel:

2 operators 24 hours a day between 2300 hours Sunday and 2300 hours Friday

1 operator between 2300 hours Friday and 2300 hours Sunday

Q5. Since the amount of unrecoverable claims in SA06 is significant (in excess of \$1,000,000), would the ministry consider having some kind of fiscal cap on the unrecoverable claims so to limit the risk/exposure of the maintenance contractor?

A. This information has been included in the RFP to allow the proponents to consider this element of risk within their bid. The ministry is not considering a cap at this time.

Q6. The amount of shoulder gravelling (quantified maintenance service item 21) performed historically in the area ranges from 10,000 to 20,000 linear metres (average 16,145m). The new quantity specified in the RFP is 22,000 m3. Please review and clarify if the unit should have been in linear metres or the quantity should have been a lot less.

A. This quantity will be revised in an amendment to the RFP.

Q7. The historical work accomplishments posted for SA #06 are misleading for the following 2 activities.

Historically 480A TUNNEL MONITORING as work reported between 1997 and 2003 averages a range of 14,668 hours and 16,458 hours, the ministry lists this average as 11,646 hours which is several thousand hours below the actual historical hours. Did the Ministry calculate the upset price using the hours stated in the RFP and if so will the Ministry correct the upset price to reflect the actual hours required for this activity?

The activity for swing bridges 485A should be listed as hours not as number of swings, the historical man hours as reported to the Ministry range yearly from a low of 29,700 man hours to a high of 30,300 man hours. The Number of swings would have been recorded under 470A. Will the Ministry review the upset price to reflect these significant man hour operations?

A. No. The ministry has not used historical work reporting for establishing upset prices. No change is required to the upset price.

Q8. The Local Area Specification # 3 states the FSP patrol from Grandview Highway to the Cape Horn Interchange, yet the HOV lane does not end eastbound until the 152nd Interchange, why is the patrol area not extended to the end of the HOV lane?

A. The Freeway Service Patrol ends at Cape Horn Interchange because the port Mann Wrecker is available 24 hrs a day to cover the Port Mann Bridge to the 152nd Interchange.

Q9. The Ministry has posted local area specifications for SA04 and SA13 in reference to work restrictions or hours of work. When will the ministry post a local area specification for SA06 in reference to lane closure windows and hours of work?

A. A Local Area Specification for this requirement will be created in keeping with the answer to prior FAQ, Q1 posted Sept 22/03. An amendment will be made to the RFP.

Q10. Local Area Specification #6 Pitt River Bridge Missing AM additional Point duty wrecker 05:30 to 08:30

A. Correct, there is to be 2 point duty wreckers on duty for the am and pm peaks. The Local Area Specifications will be revised in an amendment to the RFP.

Q11. Local Area Specification #3 Freeway Service Patrol what are the hours of operation for Statutory Holidays?

A. The Freeway Service Patrol is not required on Statutory Holidays.

Q12. Are wrecker patrol units able to perform other maintenance functions when not implementing counter flow or performing point duty. What is the intent of roving within 5 minutes response?

A. Yes, as long as they can be contacted for immediate response to the bridge. The intent of the 5 minute response is to ensure that the patrol vehicle is always available to respond to an incident.

Q13. The FSP patrol is currently being performed by AEL, do the employees currently doing this work have succession rights?

A. The AEL employees may or may not be unionized. Any succession rights they have are defined in the BC Labour Code.

Q14. The litter picking specification states every 7 days for highways with vehicle volumes of +50,000, yet it also states that in the lower mainland Highway 1 and other multi lane highways are every 14 days. Which one is it? Will the Ministry post vehicle volumes for lower mainland routes?

A. Litter collection is every 7 days with vehicles volumes over 50,000 and every 14 days with vehicles volumes under 50,000. Vehicle volumes are available at www.th.gov.bc.ca/publications/planning/trafficvolumes.

Q15. Traffic Island Maintenance is currently limited to MoT standard constructed islands and curbs. Municipalities and cities have opted to finish island tops in brick, rock and other materials, including some landscape. The MoT has a cost sharing agreement for this type of item. Is it the Ministries intent that Islands installed or reconstructed to a specification other than asphalt top with concrete curb be the responsibility of the Municipality involved? Are islands currently in the inventory that do not meet MoT specification the responsibility of the Municipalities?

A. All traffic islands within the inventory are the responsibility of the maintenance contractor. For those islands where the finished surface exceeds ministry specifications, the contractor should contact the local district office to determine any cost sharing agreements or partnership arrangements with the local municipality.