

**2003 – 2004 Highway Maintenance Contracts**  
**Frequently Asked Questions**  
**Last Update September 22, 2003**

**Service Area 06 (Lower Mainland)**

Q1. The Ministry has posted local area specifications for SA4 and SA13 in reference to work restrictions or hours of work. When will the Ministry post a local area specification for SA6 in reference to lane closure windows and hours of work?

A. The 5 minute maximum as per LAS#9 applies, however, generally in SA6 we operate with a **3 minute** maximum delay on numbered routes prohibiting lane closures during the **hours of 0500 to 0900 and 1500 to 1800 Monday to Friday** and from **1200 to 2400 on Fridays of a holiday weekend**. Lane closures are also restricted when traffic volumes are in excess of **1200 - 1500 vehicles per open lane**. Major special events at BC Place, Pacific Coliseum and other major venues will require all affected traffic lanes to be open to accommodate traffic volumes.

As a separate LAS the R&B contractor shall be required to implement a full highway closure and provide traffic control on or near Highway 99 in the vicinity of 8th Avenue in Surrey approximately from **0900 hours to 1300 hours on the second Sunday of each June** for the duration of the contract. This requirement is in support of the Province's commitment to the Hands Across the Border Celebration.

Q2. SA06 – Local Area Specification #1  
Missing Canoe Pass Bridge (Owned by Translink)

Electrical maintenance has not previously been part of the local maintenance agreement; please clarify the responsibilities to be assumed by the maintenance contractor. Will this result in an increase to the upset price?

A. **-Canoe Pass Bridge will be added to the list of structures in the Local Area Specification.**  
**-Electrical maintenance on Canoe Pass Bridge is part of the maintenance agreement thru Article VII (effective March 2003).**

Q3. SA06 – Local Area Specification #2  
Missing Canoe Pass Bridge (Owned by Translink)  
Missing hours of operation for each location

A. **Canoe Pass Bridge will be added to the list of structures in the Local Area Specification.**

- Q4. SA06 – Local Area Specification #3  
3.3(j) This section is in contradiction of the Operating Procedures for the HOV which state the Remote Operating Centre is Located at Pitt River Bridge.

Is the Ministries intent to relocate this at the Ministries cost prior to contract commencement in 2004 or is the Ministries intent for the contractor to move it to Pitt River after March 14<sup>th</sup> 2004. If the contractor is expected to move it, what is your technical specification? This will increase costs significantly and should result in an increase to the upset price.

- A. The ministry will relocate the Remote Operating Centre to Pitt River Bridge at the ministry's expense.**

- Q5. SA06 – Local Area Specification #3  
Who will pay monthly charges for network services to provide camera signal to Pitt River Bridges from the HOV, these monthly charges could be significant and should result in an increase to the upset price.

- A. The ministry pays network services.**

- Q6. SA06 – Local Area Specification #3  
The camera system on the HOV is currently maintained by the MoT Electrical staff, will they maintain the system, including monitors, switching devices etc? This work if included in the maintenance agreement, will increase costs significantly and should result in an increase to the upset price.

- A. The ministry will maintain the camera system.**

- Q7. 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. To be confirmed. This question will be answered in the next update of questions and answers.**

- Q8. SA06 – Local Area Specification #5  
Electrical components supplying power to the camera systems has never been the responsibility of the Maintenance contractor this would will increase costs significantly and should result in an increase to the upset price.
- A. All electrical components to operate the camera system shall be the responsibility of the contractor. The ministry shall only be responsible for supply of power to the site. (Example: If a camera system needs to convert the AC power to DC power, the transformer shall be the contractor’s responsibility.)**
- Q9. SA06 – Local Area Specification #5  
The George Massey Tunnel has a DC powered Smart Stud System, this is currently maintained by the MoT Electrical Branch, should this be included in the maintenance contract it would result in an increased costs and should result in an increase to the upset price.
- A. The ministry will maintain the Smart Stud System.**
- Q10. SA06 – Local Area Specification #5  
Gate arms for the Counterflow System at Massey Tunnel and Pitt Bridge are currently supplied by MoT Electrical Branch, the cost of repairing and replacing gates is not currently part of the maintenance agreement and will result in higher costs.
- A. The ministry will supply the gates.**
- Q11. SA06 – Local Area Specification #6  
2.1 (I) The Ministry requires a Patrol unit on Highway 1 from 3<sup>rd</sup> Ave to 176<sup>th</sup> Street, is this not already covered by the Freeway Service Patrol (HOV), is this error? As this is not work being done currently by the maintenance contractor, will the Ministry increase the upset price?
- A. Yes, this is an error. Freeway Service Patrol covers 3<sup>rd</sup> Ave to Cape Horn Interchange. Port Mann wrecker covers Cape Horn Interchange to 152<sup>nd</sup> Interchange.**

Q12. SA06 – Local Area Specification #6  
3.1.1 Performance Time Frames  
-Knight Street bridge Patrol schedule is missing.  
-The Portmann Bridge currently has a 24/7 highway patrol vehicle posted to the location. The new specification only calls for this vehicle to perform duties from 0600 to 0900 and 1430 to 1900 is this correct? If not will the ministry increase the upset price to include the current hours of the service?  
-The unit required to patrol Highway 91 and 91A from the Queensborough Bridge to 72<sup>nd</sup> avenue is not currently being part of the maintenance agreement, is this an error, or will the Ministry increase the upset price to allow for this change?

- A. -Knight Street Bridge Schedule: one vehicle Monday to Friday (except statutory holidays) from 0600 hours to 0900 hours and from 1500 hours to 1900 hours.**  
**-Port Mann Bridge. There is one vehicle 24/7 and a second vehicle performing duties from 0600 to 0900 and 1430 to 1900 hrs.**  
**-Unit is required to patrol Highway 91 and 91A from Queensborough to Nordel Interchange**

Q13. SA06 – Local Area Specification #7  
Bridge Traveller electrical maintenance is not part of the current maintenance agreement, does the ministry have historical costing for this item?

- A. No**

Q14. 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. To be confirmed. This question will be answered in the next update of questions and answers.**

Q15. Sweeping - The service area contains several high traffic volume routes and bridges with ongoing significant buildup of sand, gravel and debris which requires the maintenance contractor increase the frequency of sweeping. The specification calls for sweeping every 120 days, how will the maintenance contractor be paid for increased sweeping frequencies?

- A. There is no minimum frequency stated, just a maximum. Sweeping is required as and when to maintain safety of the traveling public.**

Q16. Damage to Government Property-Does the Ministry have DGP's broken down by Highway or segment within the service area?

A. No

Q17. Damage to Government Property-Does the Ministry have the number of Dangerous goods spills in the service area?

A. No

Q18. Lane Closure Windows-Does the maintenance contractor require any municipal permits for night work in service area 6? Most work in the area must be done at night due to high traffic volumes has the ministry updated the closure windows, and when will an updated version be supplied?

A. **-No, maintenance contractor does not require municipal permits for night work, provided work is maintenance related and not separate contract work. -There is no plan to update the Lane Closure Window Manual. Traffic count information is available through third parties. See answer to Question 1.**

Q19. Interaction with Translink and City of Richmond-Translink and the City of Richmond are parties to the Maintenance Contract, how does the contractor interact with these authorities? Is a certain percentage of the quantified work required to be done in for each regardless of need? Currently joint meetings are held with all parties to discuss quantified works, routine work etc, these are in addition to monthly joint meetings with MOT and do take up significant time.

A. **-The contractor interacts with Translink & City of Richmond through the Ministry. In the past, the Ministry has extended invitations to Translink and/or Municipality meetings to the contractor as a matter of courtesy, however there is no formal requirement for the contractor to attend. -Experience has indicated that signatories to the agreement have insisted on a percentage of the quantified work, and MoT does not expect that this will change. The agreement between MoT, Translink and City of Richmond is to be re-negotiated.**

Q20. Mowing-Shoulder KMs should be 2500 per year based on our inventory?

A. **To be confirmed. This question will be answered in the next update of questions and answers.**

Q21. Water Course Maintenance-The Lower Mainland is a special habitat area for the purposes of water course maintenance and requires the use of consultants, these costs are significant. The standard specification for watercourse maintenance does not specify the contractor is to obtain permits from MELP or the DFO, does this mean the Ministry of Transportation shall approve all applications through the Ministry's regional environmental manager, if not, will the Ministry increase the upset price to reflect the significant cost of permit applications for the service area?

**A. Maintenance contractor is to obtain, at their cost, all necessary permits for conducting drainage maintenance activities.**

Q22. 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?

What is that operator dedicated to?

Is this an error?

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

**A. To be confirmed. We are reviewing the requirement for two operators during weekday night time operations. Possible addendum.**

**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**

Q23. The checklist provided with the RFP for Service Area 6 "Selected Maintenance Process" does not reflect the required processes to be submitted for the RFP. Will an updated check list be provided?

**A. The Selected Maintenance Process selected for SA06 is Bridge Deck Maintenance and Traffic Management. Both these are included in the check list in Volume 1: Chapter 2 Appendix I.**

Q24. Can you provide a schedule for viewing the Deas Tunnel and Pitt River facilities and the movable bridges?

A. **Viewing will be September 30, 2003 scheduled as follows:**

<b>Canoe Pass Bridge</b>	<b>8:00 am</b>
<b>Middle Arm Bridge</b>	<b>9:30 am</b>
<b>Annacis Swing Bridge</b>	<b>11:30 am</b>
<b>Pitt River Bridges</b>	<b>1:30 pm</b>
<b>George Massey Tunnel</b>	<b>3:00pm</b>

**Please call Mr. Real Charrois and advise who will be attending and how many.**

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Q25. 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. **To be confirmed. This question will be answered in the next update of questions and answers.**

Q26. 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 m<sup>3</sup>. Please review and clarify if the unit should have been in linear metres or the quantity should have been a lot less.

A. **To be confirmed. This question will be answered in the next update of questions and answers.**