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Bid Receiving Public Works and Government  
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Canada

800 Burrard Street, Room 219

800, rue Burrard, pièce 219

Vancouver

British Columbia

V6Z 0B9

Bid Fax: (604) 775-9381

**LETTER OF INTEREST**

**LETTRE D'INTÉRÊT**

Comments - Commentaires

**Vendor/Firm Name and Address**

Raison sociale et adresse du  
fournisseur/de l'entrepreneur

**Issuing Office - Bureau de distribution**

Public Works and Government Services Canada - Pacific  
Region

800 Burrard Street, Room 219

800, rue Burrard, pièce 219

Vancouver

British C

V6Z 0B9

<b>Title - Sujet</b> Highway Maintenance & Repair	
<b>Solicitation No. - N° de l'invitation</b> EZ011-172342/A	<b>Date</b> 2016-12-20
<b>Client Reference No. - N° de référence du client</b>	<b>GETS Ref. No. - N° de réf. de SEAG</b> PW-\$PWY-025-7937
<b>File No. - N° de dossier</b> PWY-6-39261 (025)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2017-02-01</b>	
<b>Time Zone</b> <b>Fuseau horaire</b> Pacific Standard Time PST	
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Fung, Donna(PWY)	<b>Buyer Id - Id de l'acheteur</b> pwy025
<b>Telephone No. - N° de téléphone</b> (604) 671-9689 ( )	<b>FAX No. - N° de FAX</b> (604) 775-6633
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> PWGSC - km 133 to km 968 - Alaska Highway, BC	

Instructions: See Herein

Instructions: Voir aux présentes

<b>Delivery Required - Livraison exigée</b> See Herein	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N°de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

## **Request for Information (RFI)**

Alaska Highway Maintenance Services, Km 133 to Km 589 & Km 589 to Km 968, Alaska Highway, B.C.

### **Background of the RFI**

The Alaska Highway stretches 2,450 kilometres through northern British Columbia, the Yukon and the State of Alaska. Eighty percent (1,960 kms) of the Alaska Highway is in Canada. Mile "Zero" (or "kilometre Zero") starts in Dawson Creek, B.C., and the Highway terminates in Delta Junction, Alaska. The highway not only provides economic value but also recreational value for tourists visiting from all over the world.

Canada, as represented by Public Services and Procurement Canada (PSPC) (formerly Public Works and Government Services Canada (PWGSC)) is the custodian of the Alaska Highway from km 133, north of Fort St. John, B.C., to km 968 at the B.C./Yukon border. Currently there are two maintenance contracts in place that cover separate sections of the highway in B.C., one covering the northern section from km 589 to km 968 and the other covering the southern section of the highway from km 133 to km 589. The term of the contract duration has historically been five years.

The northern section (km 589 to km 968) encounters less traffic volumes and provides an important link to the northern communities. This section is used by long haul operations, local population and recreational visitors.

The southern section (km 133 to km 589) has a higher traffic density caused by numerous oil and natural gas companies and their operations in close proximity to the highway.



PSPC is seeking to modernize the contracting process while ensuring safety and continuing maintenance of the Alaska Highway. PSPC is considering changes to the structure of the Maintenance Contracts for the maintenance and upkeep of the Alaska Highway in British Columbia.

### **Purpose of this RFI**

The purpose of this RFI is to gather information from industry on their views on specific changes being contemplated, including the length of term, optional extensions, use of Key Performance Indicators, and First Nations involvement. PSPC is looking for best practices in relation to environmental sustainability as well.

This industry consultation is intended to solicit feedback on a new contract structure and the potential modification of the scope of future contract: technical requirements, financial considerations, and

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performance measurements. Responses to this RFI may be used to develop further discussion at an Industry Meeting on January 6, 2017.

This RFI is neither a call for tender nor a Request for Proposal (RFP). No agreement or contract will be entered into based on this RFI. The issuance of this RFI is not to be considered in any way a commitment by the Government of Canada, nor as authority to potential respondents to undertake any work that could be charged to Canada. This RFI is not to be considered as a commitment to issue a subsequent solicitation or award contract(s) for the work described herein.

This RFI is not intended to constitute, or be interpreted as, a call for tenders, a call for proposals, or as a pre-qualification process. Submission of a response to this RFI or participation in a meeting is not intended to, nor does it, create any contractual or other legally binding obligation or duty, including any obligation or duty to accept or reject information, to enter into negotiations or decline to enter into or continue negotiations, or to award or decline to award a contract. Participation in this RFI and the submission of a response to this RFI is not a pre-condition to participation in a subsequent commercial process, if any.

Respondents are requested to provide their comments, concerns, and, where applicable, alternative recommendations regarding how the requirements or objectives described in this RFI could be satisfied. Respondents should explain any assumptions they make in their responses.

There is no formal structure or format that a response to this RFI should meet. The respondent should feel free to submit whatever information it feels would make a useful and relevant contribution to PSPC's analysis of this project and the development of solicitation documents to procure a solution to fulfill its requirements.

Canada may, in its sole discretion, contact any respondents to follow up with additional questions or for clarification of any aspect of a response.

This RFI will not result in the creation of any source list. Therefore, whether or not any potential supplier responds to this RFI will not preclude that supplier from participating in any future procurement.

It is understood and agreed that PSPC will, during and following the period of this RFI, treat as confidential and not divulge, unless specifically authorized in writing by the respondent, any information that has been identified by respondents as "confidential" or "proprietary", within their written response to this RFI.

PSPC will in no way make any direct attribution of any information obtained from respondents that has been identified by respondents as "confidential" or "proprietary" within their responses.

Responses will not be formally evaluated. However, PSPC will review all responses received by the RFI closing date. PSPC may, at its discretion, review responses received after the RFI closing date.

A review team composed of representatives of PSPC will review the responses received. PSPC reserves the right to hire any independent consultant or use any resources that it considers necessary to review any response, in part or in its entirety. Not all members of the review team will necessarily review all responses.

The prices provided by respondents will not be evaluated but will be used for planning and budgeting purposes should a request for proposals or other form of solicitation be issued.

In addition to any other expressed or implied rights, PSPC reserves the right to:

- .1 Cancel this RFI process at any time;
- .2 Cancel this RFI process at any time and issue a new RFI for the same or similar information;

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- .3 Make amendments to the timing and/or structure of this RFI process, including the closing date of the RFI, at its exclusive discretion;
- .4 Request additional supporting information or clarification from any or all respondents, and/or provide to respondents additional clarification and information pertinent to this RFI;
- .5 Contact any customer or reference provided within a respondent's submission; and
- .6 Not consider any response, in its entirety, containing information which PSPC in *its* opinion, believes to contain misrepresentations or any other inaccurate, suspicious or misleading information.

Questions regarding this RFI must be submitted electronically and to the contracting representative named below. Questions must be received no later than 1 February 2017.

PSPC may provide written answers to questions received on or before this date by means of RFI addenda and or Questions and Answers posted on Buyandsell.gc.ca

**Work Description**

Work under this future contract consist of maintaining the Alaska Highway from km 133 to km 968. The work may include, but is not limited to:

- blading;
- repair highway surface and slopes;
- applying and repairing bituminous surface and hot mix asphalt;
- cleaning and repairing drainage ditches;
- cleaning, repairing, replacing and marking culverts;
- cleaning and making repairs to bridges;
- cleaning and repairing damaged guardrail;
- removing snow, sanding and controlling ice;
- thawing culverts and special work during breakup;
- placing gravel from stockpile to road;
- making emergency repairs to washouts and slides;
- brush and weed control;
- applying pavement markings;
- supplying sand/salt and asphalt mixtures;
- removing animals and debris from roadway;
- Contractor is responsible for notifying utility companies & BC One Call;
- Traffic control;
- Quality Management System; and
- Performing other work as directed by PSPC to properly maintain the highway.

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Alaska Highway Maintenance Services, Km 133 to Km 589 & Km 589 to Km 968, Alaska Highway, B.C.

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**Mandatory Equipment (subject to change)**

Qty	Equipment Requirements
21	2018 or Newer Tandem Dump Trucks (GVW 20,000kg / Engine Minimum 15 litre, 475 HP)
4	2018 or Newer Motor Graders (Self Propelled tandem Type / Engine Minimum 250 FWHP)
10	2018 or Newer Front end Loader (Engine minimum 142 FWHP / Four wheel drive /Quick attach buckets/operating weight 12,868kgs)
10	2015 or newer 4WD-drive support vehicles – one per maintenance yard for 10 sites in total.

Priority for the Alaska Highway is a very high level reliability of the equipment at any time. Inspection records and Maintenance records, may be required to be provided in fixed intervals.

**Industry Engagement Questions**

- 1) Can your company provide labour, equipment and services to manage the entire length of the Alaska Highway in B.C. from Km 133 to Km 968? Please provide a statement of interest, capacity and ability. If not, please provide an estimate of the anticipated manageable lengths or sections and rationale.
- 2) From an operational perspective, does it make sense to have all the activities under one contract? Are there any services/components you consider to be better tendered and managed separately?
- 3) Canada is considering a contract term which may be up to eight (8) years. Is a 5 year contract with 3 one year options to extend a viable term for your company? What are the costs and benefits of shorter vs. longer terms? Please provide rationale in your response.
- 4) Please clearly identify any significant factors that may affect delivery of the proposed contract work over an eight (8) year period.
- 5) Have you had to secure full or partial contract financial security, bonding and insurance on previous large projects (> \$40,000,000.00) for long durations (up to 8 years)? If so, what was the format/structure of the products?
- 6) How would your company propose to provide and price for the services and equipment you would need to provide based on the Work Description? Describe, and provide an example if possible, of your pricing model for the services and equipment you provide. Please review the attached pricing grid which was used on a previous contract (for information only).
- 7) What incentive strategies have you encountered, in previous or other highway maintenance contracts, to encourage cost or schedule reduction without adversely affecting the quality of the end product?
- 8) Provide any suggestions that, in your opinion, could assist Canada in the development of Key Performance Indicators (KPIs) that would measure quality and provide for service excellence.
- 9) Provide any suggestions that, in your opinion, could assist Canada in the development and implementation of Non-Conformance Reports (NCRs) of different severity.

**Request for Information (RFI)**

Alaska Highway Maintenance Services, Km 133 to Km 589 & Km 589 to Km 968, Alaska Highway, B.C.

- 10) Do you have any thoughts or suggestions regarding First Nations engagement in the scope of work?
- 11) If it is not possible for you to satisfy some or all of the requirements as per the Work Description, please substantiate.
- 12) Ensuring a very high level of equipment reliability during the full period and potential extension(s) of the contract is being considered. Describe any concerns or impediments to a requirement for the supply of brand new equipment at the outset of the contract.
- 13) The use of additional technology is being considered as a tool for use in the Alaska Highway maintenance.  
  
Do you have experience using digital reporting in the field?
  - What tools have you used?
  - What is useful?
  - What works?
  - What does not work?
  - What are the benefits?
  - What are the disadvantages?
- 14) Have you used RWIS (Road Weather information systems)?  
Is it useful? What are the benefits? What are the disadvantages?
- 15) What are other technologies and systems that you consider effective for data collection, management and reporting for use in maintaining the Alaska Highway?
- 16) What, in your opinion is the potential for implementation of performance based parts in the contract?
- 17) Canada is committed to greening its supply chain. In April 2006, Canada issued the Policy on Green Procurement to direct federal departments and agencies to take the necessary steps to acquire products and services that have a lower impact on the environment than those traditionally acquired. The policy strives to enable government to procure, operate and dispose of its assets in a manner that protects the environment and supports sustainable development objectives. It applies to the procurement of goods, services and construction across all stages of the procurement process, from planning and acquisition through use, maintenance and disposal. PSPC must incorporate environmental performance considerations, taking into account each stage of the lifecycle, into the procurement process.  
  
How would you incorporate Sustainability concerns in your approach to maintaining the Alaska Highway?
- 18) How would you propose Canada evaluate the technical requirements of the offers?
- 19) Do you have any other recommendations that would support the overall success of a long term maintenance contract for Km 133 to Km 968 of the Alaska Highway in B.C.?
- 20) Please identify any other issues, concerns, recommendations not addressed above.

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**Important Note to Respondents**

Respondents may submit their responses to the PSPC Contracting Authority, identified below, preferably via email.

Donna Fung

Supply Specialist, Real Property Contracting

Public Services and Procurement Canada

219 – 800 Burrard Street

Vancouver, B.C. V6Z 0B9

Donna.Fung@pwgsc-tpsgc.gc.ca | Cell: 604-671-9689 | Facsimile: 604-775-6633

A point of contact for the Respondent should be included in the package.

Changes to the RFI may occur and will be advertised on the Government Electronic Tendering System (buyandsell.gc.ca). Canada asks Respondents to visit Buyandsell.gc.ca regularly to check for changes, if any.

**Upcoming Engagement Session**

Industry will have the opportunity to participate in the Industry Session.

Date: Friday, January 6th, 2017

Time: 13:00 to 16:00

Location: Fort St. John, B.C.

Respondents can participate in person, or via web-link. Interested suppliers must register a maximum of two representatives by notifying the Contracting Authority identified above (Donna Fung) no later than 4 p.m. PST on 4 January 2017. Further details will be provided to respondents.

Attendees are responsible for their own transportation, accommodation, meals and parking. PSPC will not reimburse any attendee for expenses incurred in attending, participating and/or responding to any part of these industry engagement activities.

**BID AND ACCEPTANCE FORM - APPENDIX 1 (5 pages)**

- 1) The prices per unit shall govern in establishing the Total Extended Amount. Any arithmetical errors in this Appendix will be corrected by Canada.
- 2) Canada may reject the bid if any of the prices submitted do not reasonably reflect the cost of performing the part of the work to which that price applies.

**UNIT PRICE TABLE**

The Unit Price Table designates Work to which a Unit Price Arrangement applies. The Price per Unit shall not include any amounts for Work that is not included in that unit price item.

Item	Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity (EQ)	Price per Unit (PU) GST/HST extra	Extended amount (EQ x PU) GST/HST extra
1	Construction Camp	month	60		
2	Dozer/Excavator	hour	2,000		
3	Self Propelled Steel Roller	hour	375		
4	Brush & Weed Control				
	a) Right of Way	km	950		
	b) Shoulder	km	1,000		
5	Loader	hour	1,250		
6	Tandem Dump Truck	hour	1,500		
7	Motor Grader	hour	9,000		
8	Litter Clean Up				
	a) Right of Way	km	175		
	b) Litter Site	month	60		
9	Guide Rail Repair				



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E0276-123319/A

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PWY-2-35001

Buyer ID - Id de l'acheteur

pwy025

CCC No./N° CCC - FMS No/ N° VME

Item	Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity (EQ)	Price per Unit (PU) GST/HST extra	Extended amount (EQ x PU) GST/HST extra
	a) Install Concrete Guide Rail	metre	100		
	b) Remove Concrete Guide Rail	metre	100		
	c) Install Steel Guide Rail	meter	100		
	d) Remove Steel Guide Rail	meter	100		
	e) Install Post	each	75		
	f) Remove Post	each	75		
10	Thaw Culvert	each	500		
11	Snow Removal & Ice Control				
	a) Tandem Dump Truck	hour	26,250		
	b) Tandem Dump Truck Inspection Trip	each	8,190		
12	Cleaning Bridges	each	65		
13	Broom Highway	km	1,200		
14	Material Transport				
	a) Less Than 10 Km	m <sup>3</sup> *km	30,000		
	b) Greater Than 10 Km	m <sup>3</sup> *km	60,000		
15	Cleaning and Reshaping Ditches	meter	30,000		

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16	Spot Sealing	tonne	2,500		
17	Hand Placed Pre-Mix	m <sup>3</sup>	750		
18	Sand Salt Mixtures	m <sup>3</sup>	90,000		
19	Highway De-Icing Salt <sup>1</sup>	prime cost	1	--	375,000.00
20	Asphalt Mix	m <sup>3</sup>	1,000		
21	Deep Patching	m <sup>3</sup>	3,250		
22	Unscheduled Labour	hour	7,500		
23	Painted Pavement Markings	km	2,250		
24	Departmental Representative's Residence	month	60		
25	Asphalt Supply & Delivery <sup>2</sup>	prime cost	1	--	1,000,000.00

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Item	Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity (EQ)	Price per Unit (PU) GST/HST extra	Extended amount (EQ x PU) GST/HST extra
26	Provisional Cost Sum <sup>4</sup> <ul style="list-style-type: none"> <li>• Supplying and placing rip rap (\$250,000.00)</li> <li>• Controlling Floods (\$200,000.00)</li> <li>• Treating frost heaves (\$100,000.00)</li> <li>• Replacing Culverts (\$100,000.00)</li> <li>• Draining right-of-way (\$150,000.00)</li> <li>• Controlling erosion (\$100,000.00)</li> <li>• Supplying material (\$200,000.00)</li> <li>• Repairing bridges (\$200,000.00)</li> <li>• Truck and trailer / Transportation of supplies (\$100,000.00)</li> <li>• Screen decks for Aggregate &amp; Aggregate testing (\$300,000.00)</li> <li>• Avalanche Supplies and Training (\$100,000.00)</li> </ul>	provisional cost	1	--	1,800,000.00
27	Auger Truck	hour	1,600		
28	Fuel Price Adjustment <sup>3</sup>	prime cost	1	--	150,000.00
29	Traffic Control	month	60		
30	Full Depth Reclamation	m <sup>2</sup>	900,000		
31	Bituminous Surface Treatment				
	a) Patches less than 500m	m <sup>2</sup>	300,000		
	b) Patches greater than 500m	m <sup>2</sup>	600,000		

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Item	Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity (EQ)	Price per Unit (PU) GST/HST extra	Extended amount (EQ x PU) GST/HST extra
<b>TOTAL BID AMOUNT</b> Excluding GST / HST					

Note: The prime cost sums for highway de-icing salt, asphalt supply & delivery, provisional cost sum and fuel price adjustments set out in the Unit Price Table are for the purpose of comparative evaluation of tender only and do not express or imply an obligation on the part of Her Majesty to order any or all of the work, material or plant listed therein. Please refer to Specifications section 01 11 00 for details.

All payments are subject to government audit.

- 1 Obtain minimum of 3 bid-quotes. Payment for supply and delivery of materials are to be pass through costs as invoiced by supplier, including freight and taxes. No additional markup will be allowed.
- 2 Obtain minimum of 3 bid-quotes. Payment for supply and delivery of materials are to be pass through costs as invoiced by supplier, including freight and taxes. No additional markup will be allowed.
- 3 Cost adjustment applies to the period between Oct 15th and April 15th (winter months) within the contract term and is applicable only to the motor graders and tandem dump trucks used to perform those activities necessary for snow & ice removal.

Cost adjustment will be determined by comparing contractor's invoice fuel price (\$/litre) on Oct 15th of the first year to the average invoice fuel price between Oct 15th and April 15th of subsequent years. The net difference (+/-) shall be applied to the fuel consumptions for the designated equipment as calculated from equipment performance manuals and timing devices.

Amount shall be expended in whole or in part only upon receipt of the Departmental Representative's instructions.

- 4 Rental rates will be in accordance with current Government of British Columbia Rental Rates Schedule. 10% Northern Allowance as referred to in the schedule will apply. Rates will be inclusive and fully operated. Hourly rental of equipment will be measured in actual working time and necessary traveling time within project limits. Transportation to and from work site to be reimbursed only if equipment is used exclusively for additional work. No separate payment for operator's room board and travel.

Other invoices over \$1,000.00 require three quotes from the Contractor; PWGSC evaluates them and the lowest quote is used. Invoices under \$1,000.00 for items used in daily activities are not required to have three quotes from the Contractor. They are

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purchased and submitted for payment on the progress claim at the end of each month by the Contractor.

FOR INFORMATION ONLY