

District of Barriere

REPORT TO COUNCIL

Date: January 25, 2021	File: 530.20/Rpts
To: Council	From: C. Matthews, Parks & Roads Manager
Re: Winter Road Maintenance Services Agreement – RFP-21-01	

Background: The District has utilized the option to contract out the winter road maintenance for many years. The most recent contract of 5 years has now expired, and there is a requirement to retender this contract for services.

Discussion: The purpose of this report is to update and provide some background information to Council on the winter road maintenance service and to confirm through resolution, that Council will support the RFP to continue with this service model for road maintenance in winter. Winter Road Maintenance Specifications and Proponent Selection Criteria attached.

The most recent contract was originally established for 3 years starting in 2016, and subsequently was extended for 2 additional years, as was within the terms of the agreement.

The full list of duties and responsibilities are detailed in the contract for services. The RFP will invite proponents to review a copy of the full contract. The RFP will be posted by the end of January on BCBid, posted in the local newspaper, District web site, and individual copies of the RFP can be sent to local businesses as well.

Recommendation: That Council direct staff to proceed with posting *RFP-21-01 Winter Road Maintenance Services*

Prepared by: C. Matthews, Parks & Roads Manager
Reviewed by: B. Payette, CAO

WINTER ROAD MAINTENANCE SPECIFICATIONS

Performance Timeframes

The Contractor must:

1. Start removing snow on the full width of the traveled lanes, ensuring that accumulations remain below the Maximum Allowable Accumulations shown in the table below:

Plowing Requirement	Maximum Allowable Accumulations (cm)		
	Priority 1 Roads	Priority 2 Roads	Priority 3 Roads
One lane in each direction	4	6	8

2. Not allow plowed loose snow, slush, compact snow and ice to build up along the edge of the traveled lane such that each travel lane width is less than 3.5 metres on arterial roads and 3.0 metres on collector and local roads;
3. Notwithstanding the foregoing Maximum Allowable Accumulation, plow loose snow, slush, broken compact snow and ice from the traveled lanes within the following timeframes:

Plowing Requirement	Maximum Allowable Cycle Times (Hours)		
	Priority 1 Roads	Priority 2 Roads	Priority 3 Roads
Snow and broken compact snow	2	4	8

4. Complete removal of slush from roadway surfaces on all traveled lanes within 2 days of the end of the last measurable snowfall;
5. Remove compacted snow or ice from all traveled lanes with paved surfaces according to the times in the following table:

Plowing Requirement	Maximum Allowable Cycle Times (Days)		
	Priority 1 Roads	Priority 2 Roads	Priority 3 Roads
Compact snow and ice	2	4	8

6. If extended periods of extreme cold make it impossible for the Contractor to comply with the Maximum Allowable Cycle Times for compact snow and ice, the Contractor must remedy unsafe conditions including but not limited to, alleviating roughness and slippery surfaces;

7. Push loose snow, slush, compact snow and ice beyond the edge of the shoulder, or traveled lane where there is no shoulder, according to the times in the following table, which establishes the allowable time from the end of the last measurable snowfall;

Plowing Requirement	Maximum Allowable Cycle Times (Days)		
	Priority 1 Roads	Priority 2 Roads	Priority 3 Roads
Extreme cold conditions	4	6	10

8. Plow to the right of the roadway without impacting opposing lane of traffic;
9. Avoid or minimize the depositing of snow, slush, ice and compact snow at driveways, sidewalks, pathways and around intersections;
10. Keep snowbanks outside of the traveled lane or shoulder to allow surface runoff to effectively drain, as designed, during thaw;
11. Ensure that snowbanks on shoulders and at intersections are not creating visibility, or drifting problems, or are not too high to restrict adequate future snow storage. Lower snowbanks as necessary during periods between storms. However, snow shall be removed entirely if lowering of snowbanks does not adequately address the above concerns; and
12. Be aware that, in general, salt on the road takes time to become fully effective and therefore plowing should not normally occur until at least 30 minutes after the salt has been placed but may occur earlier if warranted due to snow accumulation, ambient temperature, and traffic volume.
13. If during an extreme snowfall event, the maximum allowable accumulation is reached successively within the maximum allowable cycle time from the time snow removal operations commenced for that road priority, the contractor may continue loose snow, slush, compact snow and ice removal operations on the higher priority roads and be temporarily exempt from the maximum allowable cycle times for lower priority roads, except that; windrows must be removed from intersections of the lower priority roads within the maximum allowable cycle time that would have otherwise been imposed on that road to ensure that the intersection is reasonably passable by the traveling public.

Proponent Selection Criteria

Item	Key Components	Weighting	Minimum Requirements
1	Resource Plan (Staff and Equipment): Accountability, Experience, Qualifications, Numbers and References	30	22
2	Winter Maintenance Strategy and Accountability	45	32
3	Quality Assurance, Control and Information Reporting and Documentation, Environmental Practice and Policy	15	10
4	Training and Staff Skills, and Health and Safety Programs	5	3
5	Ongoing Communications and/or Call Center	5	3
	Total Points	100	70
6	Innovation/Enhanced Deliverables ¹	10	