

Every Bracken branch, every morning, by 6 a.m.

140 lanes, 31 branches, three yards, one carrier that answers the phone at 4 a.m.



BRACKEN SUPPLY CO.

RFP BSC-2027-TL-04
Truckload and dedicated transportation
Award term March 2027 to February 2030

- ← Ashby Yard
- ↑ Corran Yard
- → Wexley Yard

Response from **Sixmile Freight**
Submitted October 9, 2026

Bracken asked carriers to bid 140 lanes and to say how they'd hold the 6 a.m. branch window through a building season. **Sixmile bids every lane, runs the short-haul branch lanes on a dedicated fleet, and puts a dollar credit behind every missed window.** This response follows the RFP's twelve sections in order.

$22,007,470
A year, all 140 lanes and the options we recommend

43
Dedicated tractors on short-haul branch lanes

97%
Of deliveries committed inside the 6 a.m. window

Panel exits

Each evaluator's questions are answered in one place.

- VP Supply Chain 1.4 and 4
- Transportation Manager 4.3 and 5
- Procurement 3.5 and 11
- Branch managers 5.3
- Chief Financial Officer 8.3
- Clarifications and addenda 10

MILE 1

Executive summary

RFP section 1. Bracken's own words first, then what Sixmile commits to.



From RFP section 2.1, background

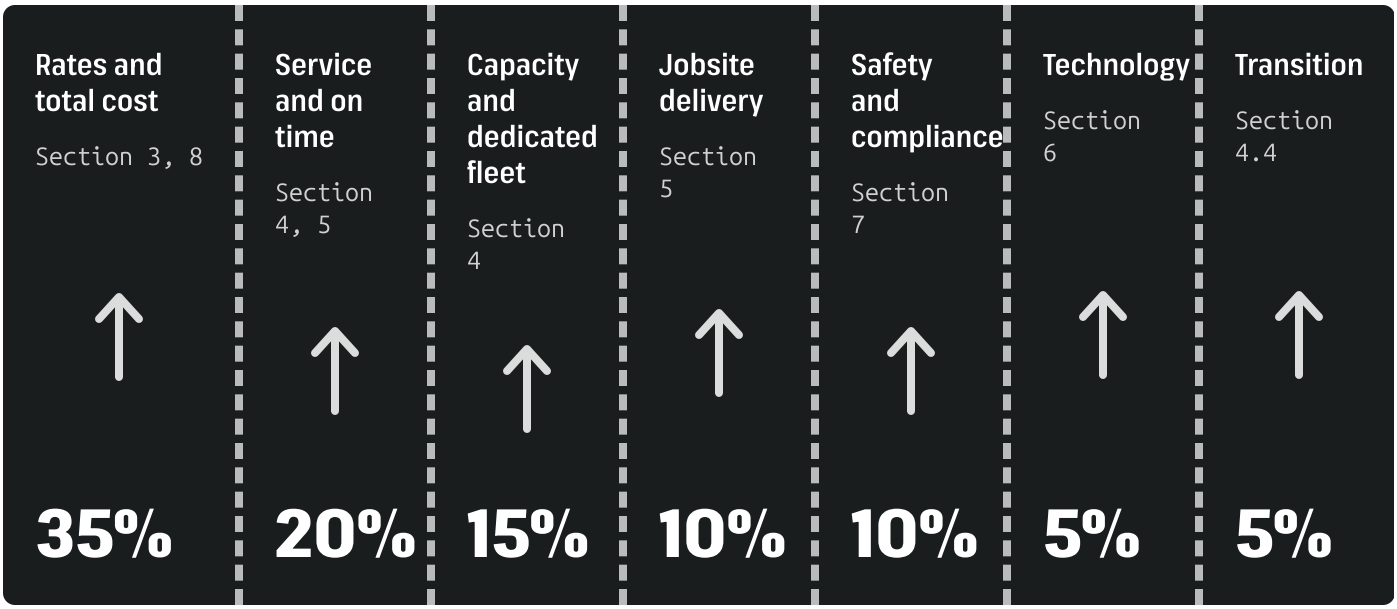
Bracken wrote that its branches lose the morning when a truck misses 6 a.m. Our whole bid is built to stop that.

Sixmile bids all 140 lanes at all-in rates that total **$21,547,870** a year at the RFP's $3.85 base diesel, against the **$23,614,348** Bracken paid on the same freight over the last twelve months.

The 78 short-haul branch lanes run on 43 dedicated tractors with drivers who learn each branch's yard. Long-haul and inbound mill lanes run one-way with committed weekly capacity. Every window we miss earns Bracken a $150 credit on the next invoice, paid without a claim form.

Where each scoring criterion is answered

Weights from RFP section 5.2. Each lane is as wide as its share of the score.



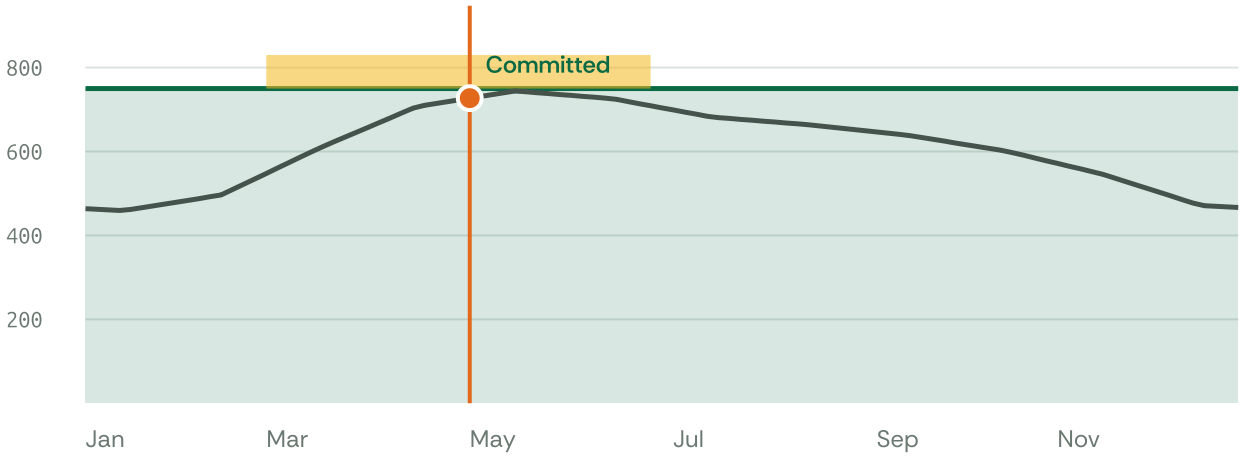
1.4 For the VP Supply Chain

"Can one carrier carry our spring, when every branch wants trucks the same week?"

Renata VP Supply Chain, chair of the evaluation panel

Here's Bracken's year. The gray line is the weekly volume forecast in Attachment B. The green band is what Sixmile commits, dedicated and one-way, plus a surge pool that only runs March through June.

Week of the year **Week 18, early May**



727
Loads Bracken forecasts this week

750
Loads Sixmile commits

16
Surge pool trucks on call

14%
Headroom above forecast

MILE 2

Respondent qualifications

RFP section 2. The fleet and people behind the bid, in Sixmile's own figures.

FLEET

640 Tractors, average age 2.6 years	**520** Flatbed and step-deck trailers	**38** Truck-mounted forklifts
9 Terminals, three inside Bracken's region	**24/7** Night desk, staffed, not a voicemail	**17** Years hauling building materials

Most of our freight is lumber, drywall and roofing, and most of it arrives before sunrise.

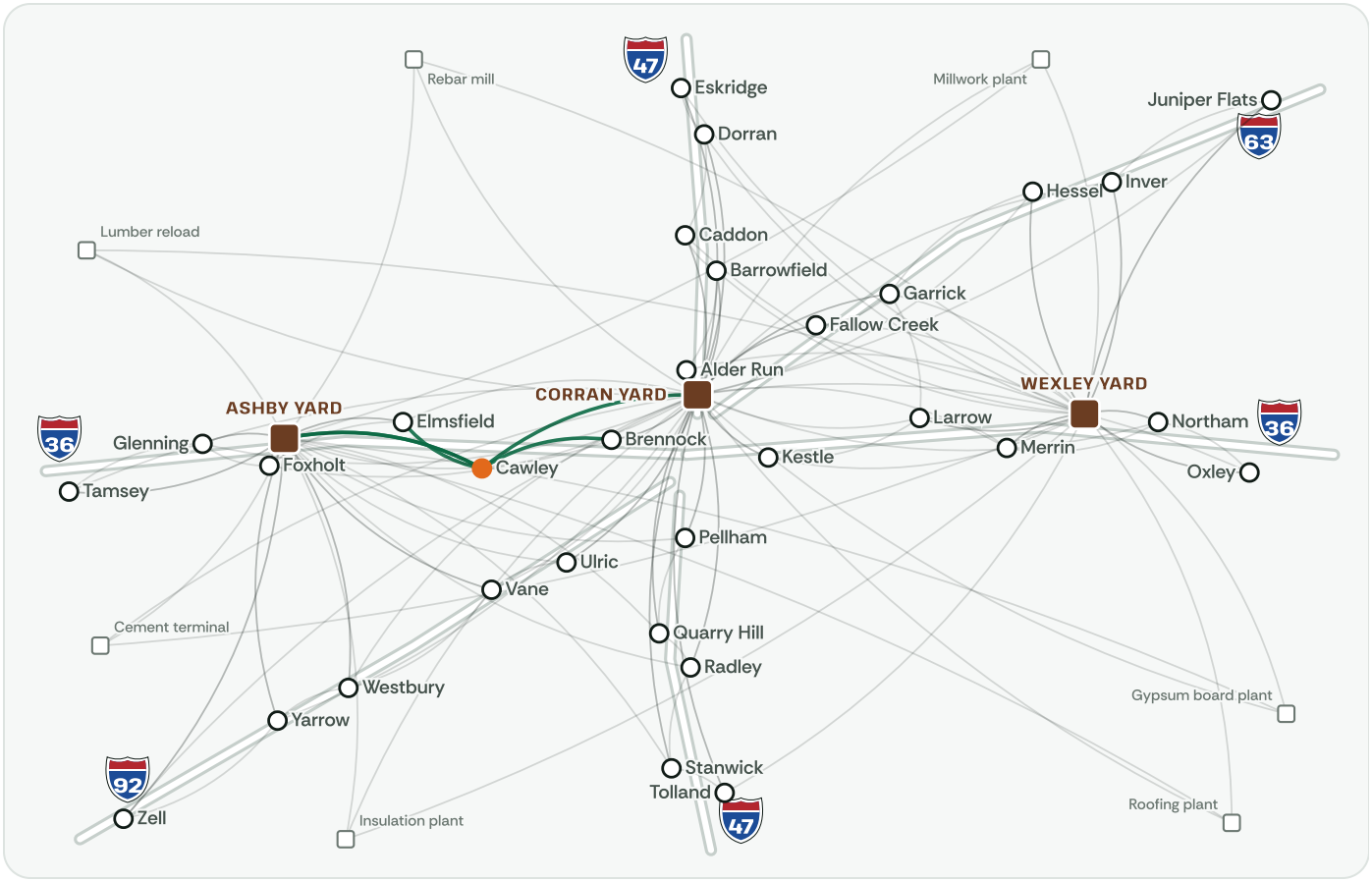
Sixmile runs dedicated fleets for four other building materials distributors, so branch yards, jobsite staging and the spring rush are our normal week. Our Ashby and Corran terminals sit within 20 miles of two of Bracken's three yards, which is why the I-47 and I-36 West packages price the way they do.

References from three building materials shippers are in the sealed envelope, as RFP section 2.3 asks.

MILE 3

Lane bid and rate sheet

RFP section 3 and Attachment B. Every lane is bid. Answers **criterion 1, rates and total cost, 35 percent.**



L013 · I-36 West · dedicated

Ashby Yard → Cawley

Flatbed, branch replenishment

111 mi Lane miles	**$442** Per load, all-in at $3.85 diesel
Same night Transit	**12 a week** Loads committed, 9 forecast

Bracken paid $495 a load here over the last twelve months. At forecast volume that is $24,905 a year back to Bracken on this lane.

Cawley has 5 lanes.

Ashby Yard to Cawley, Flatbed	**$442**
Corran Yard to Cawley, Flatbed	**$476**
Ashby Yard to Cawley, Van	**$415**
Brennock to Cawley, Transfer	**$391**
Cawley to Elmsfield, Transfer	**$382**

3.5 For Procurement

"Is every lane priced the way Attachment B asked, and can we load it straight into our model?"

Priya Director of Procurement

All 140 lanes, all-in per load at the $3.85 base diesel, with weekly committed capacity and Bracken's trailing twelve-month rate beside ours. Search, sort by any column, or export the sheet in Attachment B's column order. The full compliance matrix is in section 11.

Lane	Origin	Destination	Type	Miles	Sixmile	Today	Loads a week
L001	Corran Yard	Alder Run	Flatbed	18	$403	$441	9
L002	Wexley Yard	Alder Run	Flatbed	222	$838	$911	2
L003	Corran Yard	Alder Run	Van	18	$375	$399	4
L004	Corran Yard	Barrowfield	Flatbed	70	$425	$483	5
L005	Wexley Yard	Barrowfield	Flatbed	219	$827	$869	2
L006	Corran Yard	Barrowfield	Van	70	$397	$437	5
L007	Corran Yard	Brennock	Flatbed	54	$418	$476	6
L008	Ashby Yard	Brennock	Flatbed	182	$687	$727	1
L009	Corran Yard	Brennock	Van	54	$390	$431	3
L010	Corran Yard	Caddon	Flatbed	89	$443	$492	9
L011	Wexley Yard	Caddon	Flatbed	243	$917	$967	3
L012	Corran Yard	Caddon	Van	89	$414	$451	4
L013	Ashby Yard	Cawley	Flatbed	111	$442	$495	9

Lane	Origin	Destination	Type	Miles	Sixmile	Today	Loads a week
L014	Corran Yard	Cawley	Flatbed	126	$476	$521	1
L015	Ashby Yard	Cawley	Van	111	$415	$465	5
L016	Corran Yard	Dorran	Flatbed	145	$547	$583	9
L017	Wexley Yard	Dorran	Flatbed	262	$858	$921	3
L018	Corran Yard	Dorran	Van	145	$513	$545	3
L019	Ashby Yard	Elmsfield	Flatbed	66	$423	$466	5
L020	Corran Yard	Elmsfield	Flatbed	164	$619	$707	2
L021	Ashby Yard	Elmsfield	Van	66	$395	$439	3
L022	Corran Yard	Eskridge	Flatbed	170	$642	$724	9
L023	Wexley Yard	Eskridge	Flatbed	288	$943	$1,027	3
L024	Corran Yard	Eskridge	Van	170	$602	$677	3
L025	Corran Yard	Fallow Creek	Flatbed	76	$427	$453	7
L026	Wexley Yard	Fallow Creek	Flatbed	157	$593	$640	3
L027	Corran Yard	Fallow Creek	Van	76	$400	$447	3
L028	Ashby Yard	Foxholt	Flatbed	18	$403	$452	7
L029	Corran Yard	Foxholt	Flatbed	241	$910	$994	1
L030	Ashby Yard	Foxholt	Van	18	$375	$397	3
L031	Corran Yard	Garrick	Flatbed	120	$453	$488	9
L032	Wexley Yard	Garrick	Flatbed	127	$479	$513	3
L033	Corran Yard	Garrick	Van	120	$425	$458	2

Lane	Origin	Destination	Type	Miles	Sixmile	Today	Loads a week
L034	Ashby Yard	Glenning	Flatbed	45	$414	$468	9
L035	Corran Yard	Glenning	Flatbed	276	$904	$967	3
L036	Ashby Yard	Glenning	Van	45	$386	$440	2
L037	Wexley Yard	Hessel	Flatbed	127	$479	$546	6
L038	Corran Yard	Hessel	Flatbed	218	$823	$869	3
L039	Wexley Yard	Hessel	Van	127	$450	$489	2
L040	Wexley Yard	Inver	Flatbed	129	$487	$535	9
L041	Corran Yard	Inver	Flatbed	258	$845	$889	1
L042	Wexley Yard	Inver	Van	129	$457	$499	3
L043	Wexley Yard	Juniper Flats	Flatbed	202	$763	$870	5
L044	Corran Yard	Juniper Flats	Flatbed	358	$1,172	$1,244	2
L045	Wexley Yard	Juniper Flats	Van	202	$715	$794	3
L046	Corran Yard	Kestle	Flatbed	53	$418	$443	9
L047	Wexley Yard	Kestle	Flatbed	177	$668	$740	3
L048	Corran Yard	Kestle	Van	53	$390	$444	3
L049	Wexley Yard	Larrow	Flatbed	92	$458	$490	9
L050	Corran Yard	Larrow	Flatbed	124	$468	$492	3
L051	Wexley Yard	Larrow	Van	92	$428	$453	5
L052	Wexley Yard	Merrin	Flatbed	47	$415	$458	5
L053	Corran Yard	Merrin	Flatbed	174	$657	$691	1

Lane	Origin	Destination	Type	Miles	Sixmile	Today	Loads a week
L054	Wexley Yard	Merrin	Van	47	$387	$410	3
L055	Wexley Yard	Northam	Flatbed	41	$412	$454	7
L056	Corran Yard	Northam	Flatbed	256	$838	$958	3
L057	Wexley Yard	Northam	Van	41	$385	$420	2
L058	Wexley Yard	Oxley	Flatbed	97	$483	$526	8
L059	Corran Yard	Oxley	Flatbed	309	$1,012	$1,127	1
L060	Wexley Yard	Oxley	Van	97	$452	$478	4
L061	Corran Yard	Pellham	Flatbed	80	$429	$475	6
L062	Ashby Yard	Pellham	Flatbed	229	$864	$923	1
L063	Corran Yard	Pellham	Van	80	$401	$446	2
L064	Corran Yard	Quarry Hill	Flatbed	134	$506	$580	9
L065	Ashby Yard	Quarry Hill	Flatbed	234	$883	$932	1
L066	Corran Yard	Quarry Hill	Van	134	$474	$524	5
L067	Corran Yard	Radley	Flatbed	151	$570	$633	9
L068	Ashby Yard	Radley	Flatbed	259	$848	$903	2
L069	Corran Yard	Radley	Van	151	$535	$576	5
L070	Corran Yard	Stanwick	Flatbed	208	$785	$903	10
L071	Ashby Yard	Stanwick	Flatbed	282	$924	$1,062	2
L072	Corran Yard	Stanwick	Van	208	$736	$782	5
L073	Ashby Yard	Tamsey	Flatbed	123	$464	$520	9

Lane	Origin	Destination	Type	Miles	Sixmile	Today	Loads a week
L074	Corran Yard	Tamsey	Flatbed	353	$1,156	$1,324	1
L075	Ashby Yard	Tamsey	Van	123	$435	$468	5
L076	Corran Yard	Tolland	Flatbed	221	$834	$927	10
L077	Wexley Yard	Tolland	Flatbed	290	$950	$1,001	3
L078	Corran Yard	Tolland	Van	221	$782	$850	5
L079	Corran Yard	Ulric	Flatbed	118	$445	$498	5
L080	Ashby Yard	Ulric	Flatbed	171	$646	$716	1
L081	Corran Yard	Ulric	Van	118	$418	$471	4
L082	Ashby Yard	Vane	Flatbed	142	$536	$568	10
L083	Corran Yard	Vane	Flatbed	157	$593	$643	3
L084	Ashby Yard	Vane	Van	142	$503	$571	3
L085	Ashby Yard	Westbury	Flatbed	143	$540	$598	10
L086	Corran Yard	Westbury	Flatbed	253	$829	$907	2
L087	Ashby Yard	Westbury	Van	143	$506	$552	2
L088	Ashby Yard	Yarrow	Flatbed	157	$593	$681	10
L089	Corran Yard	Yarrow	Flatbed	295	$966	$1,070	1
L090	Ashby Yard	Yarrow	Van	157	$556	$585	4
L091	Ashby Yard	Zell	Flatbed	229	$864	$977	10
L092	Corran Yard	Zell	Flatbed	396	$1,297	$1,404	1
L093	Ashby Yard	Zell	Van	229	$811	$886	4

Lane	Origin	Destination	Type	Miles	Sixmile	Today	Loads a week
L094	Alder Run	Barrowfield	Transfer	58	$385	$412	3
L095	Barrowfield	Caddon	Transfer	26	$371	$406	3
L096	Caddon	Dorran	Transfer	57	$384	$416	1
L097	Dorran	Eskridge	Transfer	29	$372	$394	2
L098	Fallow Creek	Garrick	Transfer	44	$379	$421	3
L099	Garrick	Hessel	Transfer	98	$474	$503	2
L100	Hessel	Inver	Transfer	44	$379	$427	3
L101	Inver	Juniper Flats	Transfer	99	$479	$504	1
L102	Kestle	Larrow	Transfer	87	$421	$475	1
L103	Larrow	Merrin	Transfer	51	$382	$432	2
L104	Merrin	Northam	Transfer	85	$411	$452	2
L105	Northam	Oxley	Transfer	58	$385	$431	1
L106	Pellham	Quarry Hill	Transfer	55	$383	$412	2
L107	Quarry Hill	Radley	Transfer	26	$371	$417	1
L108	Radley	Stanwick	Transfer	57	$384	$420	3
L109	Stanwick	Tolland	Transfer	32	$374	$401	1
L110	Ulric	Vane	Transfer	44	$379	$434	3
L111	Vane	Westbury	Transfer	96	$465	$506	2
L112	Westbury	Yarrow	Transfer	43	$378	$411	2
L113	Yarrow	Zell	Transfer	101	$403	$458	2

Lane	Origin	Destination	Type	Miles	Sixmile	Today	Loads a week
L114	Brennock	Cawley	Transfer	74	$391	$425	3
L115	Cawley	Elmsfield	Transfer	51	$382	$426	3
L116	Elmsfield	Foxholt	Transfer	78	$393	$420	3
L117	Foxholt	Glenning	Transfer	39	$377	$427	3
L118	Glenning	Tamsey	Transfer	79	$394	$423	3
L119	Garrick	Larrow	Transfer	71	$390	$412	2
L120	Gypsum board plant	Ashby Yard	Inbound	577	$1,717	$1,970	5
L121	Gypsum board plant	Corran Yard	Inbound	372	$1,218	$1,300	6
L122	Gypsum board plant	Wexley Yard	Inbound	201	$759	$869	5
L123	Lumber reload	Ashby Yard	Inbound	151	$570	$655	9
L124	Lumber reload	Corran Yard	Inbound	348	$1,140	$1,266	6
L125	Lumber reload	Wexley Yard	Inbound	561	$1,669	$1,754	9
L126	Roofing plant	Ashby Yard	Inbound	567	$1,687	$1,781	9
L127	Roofing plant	Corran Yard	Inbound	380	$1,245	$1,333	7
L128	Roofing plant	Wexley Yard	Inbound	241	$910	$991	3
L129	Rebar mill	Ashby Yard	Inbound	222	$838	$931	4
L130	Rebar mill	Corran Yard	Inbound	244	$921	$1,056	9
L131	Rebar mill	Wexley Yard	Inbound	421	$1,379	$1,497	3
L132	Cement terminal	Ashby Yard	Inbound	154	$581	$619	3
L133	Cement terminal	Corran Yard	Inbound	359	$1,176	$1,301	8

Lane	Origin	Destination	Type	Miles	Sixmile	Today	Loads a week
L134	Cement terminal	Wexley Yard	Inbound	561	$1,669	$1,775	9
L135	Millwork plant	Ashby Yard	Inbound	470	$1,398	$1,480	10
L136	Millwork plant	Corran Yard	Inbound	266	$871	$963	9
L137	Millwork plant	Wexley Yard	Inbound	198	$747	$837	6
L138	Insulation plant	Ashby Yard	Inbound	225	$849	$897	6
L139	Insulation plant	Corran Yard	Inbound	314	$1,028	$1,126	3
L140	Insulation plant	Wexley Yard	Inbound	473	$1,407	$1,577	6

MILE 4

Capacity, dedicated fleet and transition

RFP section 4. Answers **criterion 3, capacity and dedicated fleet, 15 percent**, and **criterion 7, transition, 5 percent.**

4.1 Build the award

RFP section 9.3 lets Bracken award by package. The packages you'd give Sixmile set the cost, service and dedicated fleet. Rates per lane don't change with award size.

- **I-47 North** — 19 lanes, $2.28M a year ✓
- **I-47 South** — 19 lanes, $2.74M a year ✓
- **I-36 West** — 23 lanes, $2.12M a year ✓
- **I-36 East** — 19 lanes, $1.75M a year ✓
- **I-63** — 20 lanes, $1.97M a year ✓
- **I-92** — 19 lanes, $2.45M a year ✓
- **Inbound mills** — 21 lanes, $8.23M a year ✓

$21,547,870 140 of 140 lanes, 31,824 loads a year



$2.07M
Saved a year on the awarded lanes

96.1%
Committed inside the 6 a.m. window

43
Dedicated tractors

4.3 For the Transportation Manager

"What happens at 4 a.m. when something goes wrong, and when do I hear about it?"

Cole Transportation Manager

Take a bad night. Each card shows what Sixmile's night desk does, minute by minute, and when Bracken finds out compared with how Bracken finds out today, from the RFP's own description.

3:50	The tractor reports an air pressure fault. The night desk sees it before the driver calls.
3:52	Night desk calls the driver and confirms the truck is safe on the shoulder.
3:58	A spare tractor leaves the Corran terminal, 24 minutes away.
4:05	New arrival time of 6:20 goes to the branch and into Bracken's TMS.
4:31	The spare hooks the loaded trailer and rolls.
6:18	Delivered. A $150 credit posts to the next invoice with no claim.

6:45 a.m.
Bracken hears today, when the branch calls in

4:05 a.m.
Bracken hears with Sixmile

4.4 Transition, award to full ramp in 84 days

Three waves, each live before the spring volume arrives. Branch go-live dates are in the branch tool in section 5.3.

Dec 4, 2026

Award

Bracken names the packages. Sixmile names the account team the same week.

Dec to Jan

Driver hiring and yard surveys

Every branch yard and the ten busiest jobsites surveyed for staging, wires and quiet hours.

Jan 18, 2027

EDI and tracking live

Tenders, status and invoices tested against Bracken's TMS before a truck moves.

Feb 1, 2027

Wave 1, I-47 north and south

10 branches, Corran Yard lanes, 15 dedicated tractors.

Feb 22, 2027

Wave 2, I-36 west and east

11 branches, Ashby and Wexley lanes.

Mar 15, 2027

Wave 3, I-63, I-92 and inbound

The last 10 branches and all mill lanes, six weeks before peak.

5.1 One delivery, Ashby Yard to Lot 14 near Cawley

1

9:30 P.M., Load built in install order

Ashby Yard stacks the Lot 14 framing package so the first walls the crew raises come off the top. Straps checked, photo logged.

2

2:10 A.M., Driver on duty, pre-trip done

Teo, the dedicated driver for the Cawley branch group, inspects the tractor, the flatbed and the truck-mounted forklift.

3

2:35 A.M., Rolling, with an arrival time

Leaving the yard sends an arrival of 5:41 a.m. to the Cawley branch and to the builder's superintendent.

4

3:25 A.M., I-36 East, mile 52

Location every five minutes. If the truck stops for more than ten, the night desk calls the driver before Bracken has to.

5

4:40 A.M., Off at Exit 109

The last 9 miles follow the route the site survey approved, clear of the low wires on Mill Road.

6

5:41 A.M., Staged at the jobsite, 19 minutes early

Teo waits on the approved staging spot. Engine off, no backup alarm before the 6:00 quiet-hour line.

7

6:00 A.M., Unloading on the slab

The truck-mounted forklift sets the packages where the framing crew marked, so nobody carries studs across a muddy lot.

8

6:14 A.M., Signed, photographed, gone

Proof of delivery with photos reaches the branch and the builder. The truck heads back for its second load of the day.

MILE 5

Branch and jobsite delivery

RFP section 5. Answers **criterion 2, service and on-time, 20 percent**, and **criterion 4, jobsite delivery, 10 percent.**

5.3 For the branch managers

"When does my truck show up, who drives it, and what changes for my yard?"

31 branch managers read as one panel seat

The sign assembly shows your go-live date, your dedicated trucks, your receiving window and the lanes that feed you.



Cawley
Wave 2, goes live February 22, 2027

1	5:00	18
Dedicated trucks, driven by Dev	Window opens, closes at 6:30	Loads a week into your yard

Lanes that feed Cawley	
Ashby Yard, flatbed, 111 mi	$442
Corran Yard, flatbed, 126 mi	$476
Ashby Yard, van, 111 mi	$415
Brennock, transfer, 74 mi	$391

MILE 6

Technology and visibility

RFP section 6. Answers **criterion 6, technology, 5 percent.**

Your TMS, not our portal

Tenders, status and invoices move over EDI 204, 214 and 210, or our API if Bracken prefers. Nobody at a branch learns a new login.

Location every five minutes

Better than the 15 minutes RFP section 6.2 asks, on every tractor, dedicated or one-way.

A scorecard you don't have to build

On-time to the window, tender acceptance, claims and credits paid, by branch, on the first Monday of every month.

Credits that apply themselves

A delivery outside the window posts a $150 credit to the next invoice automatically. Bracken never files for it.

MILE 7

Safety, insurance and compliance

RFP section 7. Answers **criterion 5, safety and compliance, 10 percent.** Certificates are attached as Form C.

AUTO LIABILITY

$5M

Per occurrence, Bracken named as additional insured. Meets 7.1.

CARGO

$250K

Per load, covering loads on jobsites until signed for. Meets 7.2.

CONDITIONAL RATINGS

0

Rated Satisfactory, with no conditional rating in the last 36 months. Meets 7.3.

JOBSITE ORIENTATION

100%

Every dedicated driver completes Bracken's site course before their first load. Meets 5.3.

MILE 8

Pricing and award scenarios

RFP section 8. One annual figure, built from the award in 4.1 plus the options below. Every line drops on its own.

Lane award

$21,547,870

The packages you picked in 4.1, all-in at the $3.85 base diesel.

Change the packages in 4.1. Each lane's rate stays the same at any award size.

Dedicated fleet on 78 short-haul branch lanes

In lane rates

Tractors and drivers assigned to branch groups, priced inside the lane rates.

Dropping it moves those lanes one-way at 7.5 percent more, and the window commitment falls from 97 to 95 percent.

Truck-mounted forklifts on 18 dedicated trucks

$223,200

$12,400 a truck a year. Jobsite loads come off where the crew wants them.

Without it, jobsite loads are dropped at the curb and branches send their own forklift or crew.

Spring surge pool, 16 tractors on call March to June

$199,200

Covers spring Saturdays and weeks above the committed 750 loads.

Without it, weeks above 750 loads are booked on the open market at spot rates.

Builder arrival texts and photo proof of delivery

$37,200

$1,200 a branch a year for texts to builders and three photos per drop.

Without it, Bracken still gets tracking in its TMS, but builders get no texts.

$150 credit for every missed window

Included

Paid by Sixmile, applied to the next invoice automatically.

Drop it and lane rates fall 0.55 percent, but late trucks cost Sixmile nothing.

Fuel surcharge

Index, included

Weekly published table, or a rate locked at $3.85 for year one.

This is the award we'd pick in Bracken's seat. All seven packages keep the dedicated fleet above the size that covers driver relief, and the forklifts and surge pool are what hold 6 a.m. in May. Fuel on the weekly index costs nothing extra, and the CFO tool shows how it moves.

Bracken pays Sixmile, per year

$22,007,470

$66,022,409 over the three-year award, at year-one rates

Invoiced weekly, net 45. Monthly billing runs from $1.38M in January to $2.23M in May at Attachment B's seasonal volumes.

Options in this price

Packages: I-47 North, I-47 South, I-36 West, I-36 East, I-63, I-92, Inbound mills
Dedicated fleet
Truck-mounted forklifts
Spring surge pool
Builder texts and photo proof
$150 window credit
Fuel on the weekly index

8.3 For the CFO

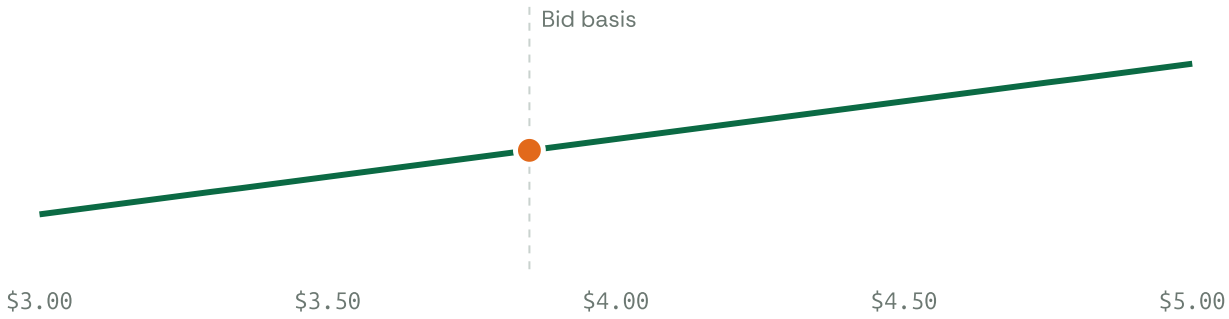
"What does this cost if diesel moves, and what can't move at all?"

Martin Chief Financial Officer

Linehaul rates are fixed for twelve months. Fuel is the only moving part, and it moves on a published table, one cent per mile for every six cents of diesel above $1.30 a gallon.

Weekly national diesel average **$3.85**

$0.42	$2.41M	$22.01M	+$0K
Fuel surcharge per mile	Fuel surcharge a year	Total a year at this diesel price	Against the $3.85 bid basis



Diesel never moves the year-one linehaul rates, the $150 window credit, the forklift and text fees, or the 3 percent cap on the month 13 and month 25 adjustments.

MILE 9

Contract terms and exceptions

RFP section 9. Plain-language terms, the three places we ask for a change and why, and what's still open.

The terms in plain words

1

Three years, March 2027 to February 2030

Either side can leave with 90 days' notice after month 12. No fee for leaving.

2

Rates hold for twelve months

At months 13 and 25 rates can move by at most 3 percent, up or down, and only on 60 days' written notice.

3

The window credit is automatic

$150 per delivery outside 5:00 to 6:30 a.m. at branches, or outside the booked hour at jobsites, applied to the next invoice.

4

Bracken owns its data

Tracking, delivery photos and scorecards stay Bracken's and are handed over in full if the contract ends.

5

Weekly invoices, net 45

As RFP section 9.2 asks. Fuel is shown on its own line so it can be checked against the published table.

Exceptions and open questions

Exception to 9.1, jobsite ground conditions

We accept the master agreement except one clause. We ask for a mutual site-readiness clause so damage from soft or unprepared ground at a jobsite isn't carrier liability. Builders control those sites, not Bracken and not us.

Partial on 3.3, the adjustment cap

We hold rates firm for twelve months as asked. For the later adjustments we'd rather tie the 3 percent cap to a published driver wage index, so it can fall as well as rise.

Partial on 9.3, smallest dedicated award

Lane rates stand alone at any award size. A dedicated fleet below 12 tractors can't cover driver relief, so the dedicated price needs at least two corridor packages.

Open, Saturday deliveries

Attachment B shows no Saturday volume, but branch managers told us at the site visits that spring Saturdays happen. We've priced a surge pool that covers them. Bracken may prefer to leave Saturdays out.

MILE 10

Clarifications and addenda

RFP section 10. Both addenda acknowledged, and every question the panel has sent since submission answered here, dated.

Oct 27, 2026

Panel question, Transportation Manager

If Bracken awards I-63 to another carrier, does Garrick lose its dedicated truck?

Answer. No. Garrick is fed from Corran Yard on an I-63 lane, but its dedicated truck is shared with Fallow Creek on the same run. Without I-63 that truck moves to Alder Run and Kestle, and Garrick's lanes run one-way at the rates in Attachment B.

Oct 21, 2026

Panel question, CFO

Are the $150 window credits capped?

Answer. No cap. At our committed 97 percent on time, Bracken would expect about $143,000 in credits a year across the full award. If credits pass $200,000 in any year, either side can reopen the dedicated fleet size.

Oct 16, 2026

Panel question, Procurement

Confirm the six lanes revised in Addendum 2 are priced at the new volumes.

Answer. Confirmed. L019, L022, L058, L061, L104 and L107 are priced at the Addendum 2 volumes, and they're flagged in the CSV export.

Sep 29, 2026

Addendum 2

Revised volumes on six lanes, due date moved to October 9

Acknowledged on Form B. The rate sheet in section 3 reflects it.

Sep 18, 2026

Addendum 1

Answers to bidder questions, branch receiving window confirmed as 5:00 to 6:30 a.m.

Acknowledged on Form B. Every service commitment in this response uses that window.

MILE 11

Compliance matrix

RFP section 11, Attachment C. Every requirement, our response, where it's answered, and its status. Partial and exception lines give the reason.

Req.	Requirement	Our response	Section	Status
2.1	Asset-based carrier with operating authority in every state served	Sixmile owns its 640 tractors and holds interstate authority across the region.	2	Comply
2.3	Three references from building materials or construction shippers	Three references in the sealed envelope.	2	Comply
3.1	Bid every lane in Attachment B or state no bid	All 140 lanes bid. No lane declined.	3	Comply
3.2	All-in rates per load with fuel at the $3.85 base	Every rate in the sheet is all-in at $3.85.	3, 8	Comply
3.3	Rates firm 12 months, later adjustments capped at 3 percent	Firm for 12 months. We ask that the cap follow a driver wage index. Reason. The index lets the cap fall as well as rise, which protects Bracken in a soft market.	9	Partial
3.4	Fuel surcharge on the weekly national diesel average	Published table, one cent a mile per six cents above $1.30.	8.3	Comply
4.1	Weekly capacity at or above Attachment B volumes	750 loads a week committed against a 612 average.	4	Comply

Req.	Requirement	Our response	Section	Status
4.2	A dedicated fleet option for short-haul branch lanes	43 tractors on 78 lanes at full award.	4.1	Comply
4.3	Surge capacity at least 10 percent above forecast, March to June	16-tractor surge pool keeps headroom at 11 percent or more in peak week.	1.4, 8	Comply
4.4	Go-live within 90 days of award	Full ramp 84 days after award, in three waves.	4.4	Comply
5.1	Arrive inside the branch window, 5:00 to 6:30 a.m.	97 percent committed, with a $150 credit for every miss.	5	Comply
5.2	Truck-mounted forklift for jobsite deliveries on request	18 forklifts on dedicated trucks, more from the one-way fleet.	5, 8	Comply
5.3	Drivers complete Bracken's jobsite safety orientation	Every dedicated driver, before their first load.	7	Comply
5.4	Proof of delivery with photo within 30 minutes	Photos and signature sent at unloading, inside 5 minutes.	6	Comply
6.1	EDI 204, 214 and 210 or API with Bracken's TMS	EDI live and tested January 18, 2027.	6	Comply
6.2	GPS location every 15 minutes or better	Every 5 minutes on every tractor.	6	Comply
6.3	Monthly scorecard of on-time, acceptance and claims	First Monday of each month, by branch.	6	Comply
7.1	Auto liability of $5M per occurrence	$5M, Bracken as additional insured.	7	Comply

Req.	Requirement	Our response	Section	Status
7.2	Cargo insurance of $250K per load	$250K, including loads on jobsites until signed for.	7	Comply
7.3	Satisfactory safety rating, none conditional in 36 months	Satisfactory, no conditional rating.	7	Comply
7.4	Drug and alcohol testing under federal rules	Program in place, records available to Bracken.	7	Comply
9.1	Accept Bracken's master transportation agreement	Accepted except the jobsite ground-conditions clause. Reason. Builders control jobsite ground, so we ask for a mutual site-readiness clause.	9	Exception
9.2	Detention free for 2 hours at branches and 3 at jobsites	Accepted at branches. At jobsites we ask for 2 hours, the third at half rate. Reason. A truck held 3 hours on a site misses its second load of the day.	9	Partial
9.3	Award may be split by lane at the stated rates	Lane rates stand at any award size. Dedicated needs at least two corridor packages. Reason. Below 12 tractors a dedicated fleet can't cover driver relief.	4.1, 9	Partial
12	Forms A to D completed and signed	All four forms signed, in section 12.	12	Comply

MILE 12

Required forms

RFP section 12, Forms A to D. Signed originals travel in the sealed envelope. These pages print as the forms page of the PDF.

Form A, bid form

BSC-2027-TL-04

Respondent	Sixmile Freight
Lanes bid	140 of 140
Annual price	$22,007,470
Three-year price	$66,022,409
Options selected	Dedicated fleet, Truck-mounted forklifts, Spring surge pool, Builder texts and photo proof, $150 window credit, Fuel on the weekly index
Valid until	March 31, 2027

Form B, acknowledgment of addenda

Both addenda received and reflected

- [x] Addendum 1, September 18, 2026
- [x] Addendum 2, September 29, 2026

Form C, insurance certificates

Certificates attached in the sealed envelope

Auto liability	$5,000,000 per occurrence

Form D, non-collusion affidavit

Signed below by an officer of Sixmile

Sixmile Freight prepared these prices on its own, without consulting any other respondent, and has not disclosed them to anyone outside Sixmile.

Cargo	**$250,000 per load**
General liability	**$2,000,000 aggregate**
Workers' compensation	**Statutory**

Signature for Forms A and D

Officer of the respondent

Not yet signed

Name	**Dominic, Chief Commercial Officer**
Company	**Sixmile Freight**
Date	**October 9, 2026**

See you at the orals, November 12.

We'll bring the dedicated drivers' route plans for wave 1 and walk any lane on the map the panel picks. Questions before then go in the log in section 10 and we'll answer within one business day.

Dominic, Chief Commercial Officer
Ines, account lead for Bracken
Sixmile Freight night desk answers 24 hours a day

A Closewell Studio example. We never share client details, so this proposal is a mockup of how we design.

Sixmile Freight response to Bracken Supply Co. RFP BSC-2027-TL-04

Want one built for your deal? Start a proposal