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CONSULTANT SELECTION FOR ENGINEERING SERVICES DETAILED DESIGN OF LESLIE STREET BETHESDA SIDEROAD TO BLOOMINGTON ROAD, TOWN OF RICHMOND HILL (REQUEST FOR PROPOSAL P-10-173)

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated December 17, 2010, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize staff to retain the consulting firm of Stantec Consulting Ltd., to undertake the detailed design for road improvements on Leslie Street (Y.R. 12) from Bethesda Sideroad to Bloomington Road (Y.R. 40), in the Town of Richmond Hill, at a cost not to exceed \$544,410.00 excluding HST.
2. The Commissioner of Transportation Services be authorized to execute the agreement, subject to terms and conditions acceptable to the Commissioner of Transportation Services and the Regional Solicitor's approval as to form and content.

2. PURPOSE

This report recommends the award of the consulting assignment for the detailed design for road improvements on Leslie Street from Bethesda Sideroad to Bloomington Road, in the Town of Richmond Hill. A context plan and location plan including the preferred solution is appended to this report (*see Attachments 1 and 2*).

This report is before the Transportation Services Committee because the Region's Purchasing By-law requires Regional Council approval for awards over \$500,000.

3. BACKGROUND

The completed Class Environmental Assessment confirmed the need for significant road geometric improvements on Leslie Street

The Class Environmental Assessment (Class EA) study confirmed the need for horizontal and vertical road geometric improvements in the area of Leslie Street from Bethesda Sideroad to Bloomington Road. These improvements include eliminating the existing jog at Bethesda Sideroad and Leslie Street, raising the grade of Leslie Street in the vicinity of

Haynes Lake to reduce the existing steep road grades and prevent flooding of the road during extreme storm events, and reducing the horizontal curvature around the lake. The approved 2010 10-Year Roads Construction Program has scheduled the implementation of reconstruction and re-alignment of Leslie Street in 2018.

The geometric improvements and corridor upgrades are necessary to improve operations for all road users

Geometric improvements will reduce accident potential as well as frequent flooding of the road around Haynes Lake.

The geometric improvements will require property acquisition

The preferred solution requires property acquisition from four landowners: three farming operations and one residential property. Due to the easterly shift in the new road alignment, small property severances between the old road allowance and the new road right-of-way will also be required from three of these properties. These parcels will be used as part of the recommended re-vegetation and buffer zone treatments.

During the Class Environmental Assessment, public consultation meetings were held on March 1, 2006 and June 28, 2006 to consult with local residents, businesses and other stakeholders

The well attended Public Information Centres were held on March 1, 2006 and June 28, 2006. The details of the recommended improvements were shown in the roll plans and display boards. Similar comments from the previous public consultations were received from the public, interest groups and other stakeholders regarding the need for re-aligning Leslie Street and the environmental impact of the project. The proposed environmental mitigations were well received.

At the completion of the Class Environmental Assessment, a consulting assignment for engineering services was initiated to assist with the detailed design and contract preparation phase

The consulting engineering assignment includes the detailed design for the proposed road improvements, including:

- Re-alignment of the eastern leg of Bethesda Sideroad to eliminate the existing road jog at Leslie Street.
- Re-alignment of Leslie Street on the east side of Haynes Lake to improve road geometry and safety, reduce winter maintenance requirements and eliminate flooding near Haynes Lake.
- Improvements to Leslie Street from north of Haynes Lake to Bloomington Road to current Regional standards.

4. ANALYSIS AND OPTIONS

The first phase of the procurement process was to issue a Request for Pre-Qualifications

The Supplies and Services Branch issued a Request for Pre-Qualifications (RFPQ) for Engineering Services No. P-10-112. The request was issued to solicit interest from as broad a market for engineering services as possible. In response to RFPQ P-10-112, fifteen engineering consulting firms expressed interest in this project and submitted their qualifications and proposed team members. These fifteen submissions were evaluated and scored based on our standard criteria, which include:

- Project Manager's experience.
- Team completeness and experience with York Region projects.
- Industry experience of key project lead members.
- York Region needs and team availability.
- References.
- Added value.

The second phase of the procurement process was to issue Request for Proposals to the three highest scoring firms

The Supplies and Services Branch issued Request for Proposal (RFP) No. P-10-173 to the three firms who achieved the highest score under the RFPQ process. The three firms invited to submit a proposal in response to RFP P-10-173 were:

- Genivar Consultants LP
- SNC-Lavalin Inc.
- Stantec Consulting Ltd.

Following our standard practice, only the top three to five scoring firms are invited to submit a proposal because this results in significantly higher quality and completeness of the submissions. Through our ongoing consultation with the Consulting Engineers of Ontario, it has been communicated that top performing firms are reluctant to actively participate in an RFP process when five or more firms are invited. The top firms are less likely to invest substantial effort in the preparation of a proposal because of the increased competition and perceived lower likelihood of success.

Proposals were received from two firms in response to the RFP. Citing timing constraints, the consulting firm of SNC-Lavalin Inc. did not submit a proposal.

The third phase of the procurement process was to evaluate the proposals using a two envelope system

The two envelope system requires the technical proposal and the financial proposal be submitted in two separate envelopes. The proposals were evaluated based on a weighting

of 80% for the technical component and 20% for the financial component.

The allocation of 80% for the technical component and 20% for the financial component has been our practice for several years. The reason for this split is to recognize the relative importance to the Region of retaining the best available professional services yet demonstrating fiscal prudence. This attention to fiscal prudence is further demonstrated in our RFP process by the “dollar cost per technical point” methodology, which applies when the total scores of two or more firms are within five points of each other.

The technical proposals were opened first and evaluated using the following criteria:

- Qualifications and experience of the project team, including project manager, technical support staff and sub-consultants.
- Project deliverables, including project plan, schedule and budget control, staff allocation and quality assurance.
- Project implementation, including project understanding, approach and methodology, key project issues, value and innovation of services.

A technical score was then calculated for each proponent.

The financial proposals were then opened and evaluated. A financial score was calculated for each proponent.

The technical score, weighted at 80%, and the financial score, weighted at 20%, were combined for a total score.

The technical and financial scores were combined to achieve a total score

The proponents, their technical scores and proposed upset limit fees are presented in Table 1.

Table 1
Evaluation Summary

Firm	Technical Score (out of 80)	Upset Fee (Excluding taxes)	Financial Score (out of 20)	Total Score (out of 100)	Cost per Technical Point
Genivar Consultants LP	50.75	\$515,579	20	70.75	\$10,159.19
SNC-Lavalin Inc.			Did not Submit		
Stantec Consulting Ltd.	54.40	\$544,410	18.94	73.34	\$10,007.54

The proposal from Stantec Consulting Ltd. achieved the highest Total Score in response to RFP P-10-173

The proposal from Stantec Consulting Ltd. received the highest Technical Score, and although it was not the lowest costing proposal, it still received the highest Total Score. However, since the Total Scores of the two firms are within five points of each other, the “dollar cost per technical point” was computed. The proposal from Stantec Consulting Ltd. received the lowest cost per technical point. Accordingly, their proposal represents the best overall value to the Region.

The proposal from Stantec Consulting Ltd. received the highest technical score because of the superiority of their key technical staff, as well as the detailed outline of their services as presented in their proposal.

5. FINANCIAL IMPLICATIONS

The Total Upset Limit fee of \$544,410 has been approved as part of the 2010 10-Year Roads Construction Program and will be funded at 90% from Tax Levy and 10% from Development Charges

The upset limit fee for the detailed design is \$544,410 excluding HST. The proposed 2011 10-Year Roads Construction Program has sufficient funds to cover anticipated expenditures for this project in 2011 and 2012. This work will be funded at 90% from Tax Levy and 10% from Development Charges.

The upset limit fee of \$544,410 for the detailed design represents 0.4% of the total capital cost estimated in the 2010 10-Year Roads Construction Program to complete this project. The total capital cost was estimated to be \$10.3M, based on the approved 2010 10-Year Construction Program.

The upset limit fees include provisional items, such as, review of contractor’s submissions, etc. The consultant will only be paid for these items if required and specifically directed by York Region to complete them.

6. LOCAL MUNICIPAL IMPACT

During the detailed design and contract preparation phase adjacent residents, business owners, Town of Richmond Hill staff and other stakeholders will be consulted to review property requirements, driveway and landscaping modification and other issues

Project staff will consult throughout the detailed design phase with all stakeholders on various issues, including:

- Property requirements.
- Town requirements.
- Driveway modifications

Road improvements to Leslie Street from Bethesda Sideroad to Bloomington Road will address transportation servicing deficiencies in the area around Haynes Lake in the Town of Richmond Hill.

Throughout the course of this assignment, Regional staff will work with staff from the Town of Richmond Hill to accommodate local municipal requirements.

7. CONCLUSION

Two consultants' proposals for the provision of professional engineering services were evaluated in accordance with Regional policy, by-laws and practices. The proposal submitted by Stantec Consulting Ltd. achieved the highest technical score and also had the highest Total Score. The Stantec Consulting Ltd. proposal represents the best overall value to York Region.

It is recommended the consulting assignment for the detailed design of Leslie Street from Bethesda Sideroad to Bloomington Road be awarded to Stantec Consulting Ltd. as the successful proponent under Request for Proposal P-10-173.

For more information on this report, please contact Paul Jankowski, General Manager of Roads at extension 5901.

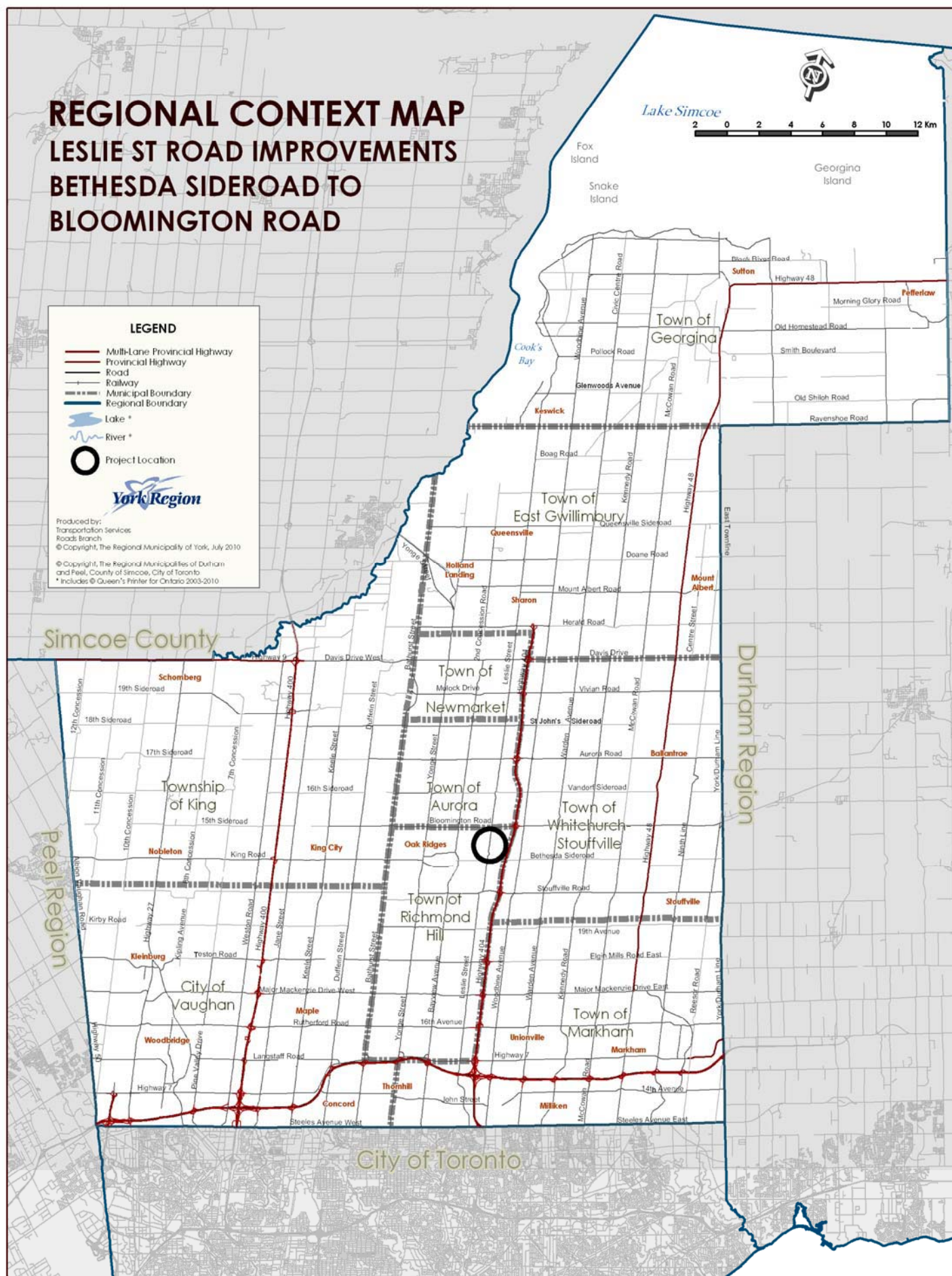
The Senior Management Group has reviewed this report.

(The two attachments referred to in this clause are attached to this report.)

REGIONAL CONTEXT MAP

LESLIE ST ROAD IMPROVEMENTS

BETHESDA SIDEROAD TO BLOOMINGTON ROAD





LOCATION PLAN

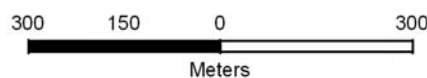
EXISTING AND PROPOSED ALIGNMENT

RFP 10-173 DETAILED DESIGN

LESLIE ST from BETHESDA SIDEROAD to BLOOMINGTON ROAD

Town of Richmond Hill

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