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CONSULTANT SELECTION FOR ENGINEERING SERVICES KEELE STREET ROAD IMPROVEMENTS CITY OF VAUGHAN, PROJECTS 96770 AND 84120

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, December 21, 2005, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The consulting engineering firm of R.V. Anderson Associates Limited be engaged to undertake the engineering services for the class environmental assessment and preliminary design for road improvements on Keele Street (Y.R. 6) from Steeles Avenue West to Rutherford Road (Y.R. 73) at a total upset limit fee of \$712,812.60, including GST.
2. The Regional Chair and Regional Clerk for authorized to sign the necessary agreements, subject to review by Legal Services.

2. PURPOSE

This report recommends the retention of consulting engineers to complete the class environmental assessment and preliminary design for road improvements on Keele Street from Steeles Avenue West to Rutherford Road. A location plan is appended to this report (*see Attachment 1*).

3. BACKGROUND

3.1 Project Description

The Region's transportation and roadway management strategies have identified future road network needs in the area of the Keele Street corridor between Steeles Avenue West and Rutherford Road. The traffic from major industrial and commercial developments in the corridor, combined with increasing traffic from outside the project area has necessitated this study.

The corridor is primarily industrial with very high traffic volumes and demands of commercial vehicle traffic accessing the CN multimodal distribution centre and other industrial and commercial developments situated along the corridor. In addition, commuter traffic requiring access to the ETR 407 and travelling through the study area

to and from growing residential communities to the north and the City of Toronto to the south have added to the traffic congestion, concerns for safety and need for road improvements.

This corridor is also the primary arterial road access for two residential subdivisions on the west side of Keele Street immediately south of Rutherford Road and on the east side of Keele Street south of Highway 7; the latter having access only via Keele Street.

York Region's 2002 Transportation Master Plan has identified this corridor as a strategic north-south link in the Transit Priority Network, to address both the short term and long term transit needs of the Region. Most urgent is the need to improve Keele north and south bus routes as well as developing a north-south transit link to from the proposed Highway 7 Bus Rapid Transit System to the TTC service at Steeles Avenue. Long term transit needs include the development of transit routes to connect to the proposed TTC Spadina subway stations at Steeles Ave (between Keele Street and Jane Street) and the York University campus. Further in the future, connectivity of local transit to the planned transitway along the Highway 407 Parkway Belt West Corridor may be required.

In the last year, the Region has also carried out a review of traffic issues in the vicinity of the Highway 7 and Keele Street intersection which identified operational issues to be addressed in the area.

Recent and ongoing studies that will have an impact on road and transit issues in this study area include, but are not limited to the following:

- York Region Transportation Master Plan, June 2002.
- Highway 7 Corridor and Vaughan N-S Link Public Transit Improvements, Environmental Assessment Report, August 2005.
- Spadina Subway Extension Environmental Assessment (TTC), URS Canada Inc., Ongoing.
- Transitway Corridor Protection Study, Highway 407 / Parkway Belt West Corridor, MTO, McCormick Rankin Corporation, December 1998.

In addition to relieving traffic congestion and developing transit, a safe roadside environment for pedestrians, transit users and cyclists will be required in the corridor. The number of pedestrians and cyclists is projected to increase significantly with the development of transit and the urbanization of the corridor.

To satisfy these needs, York Region's objectives for this project will include, but not be limited to, the following:

- Providing a roadway constructed to Regional standards that is capable of safely serving the existing and future travel needs of the area.
- Enhancing road user safety by improving the geometry and roadside environment of Keele Street.

- Improving vehicle and pedestrian movement at major intersections and the Hwy 407 interchange through optimizing the intersection design, signal operation, street lighting, etc.
- Improving and enhancing transit service and accessibility to serve short term and long term transit needs in the corridor.
- Improving and enhancing the roadside environment and connectivity to residences, businesses, transit stops and York University to promote a friendly and safe environment for pedestrians, transit users and cyclists, while accommodating the demands of personal and large commercial vehicles in the corridor.
- Improving commercial and industrial accesses to accommodate safe and efficient turning movements for larger industrial vehicles, tractor trailers, etc.
- Improving streetscaping of boulevards, medians, and addressing areas in the vicinity of significant intersections such as Steeles Avenue and Highway 7, specifically identified as Entryway/Gateway and Major Regional Corridor respectively.

3.2 Scope of Assignment

The scope of work for this assignment includes:

- A complete study of roadway improvements for Keele Street from Steeles Avenue West to Rutherford Road in accordance with all requirements of the Municipal Class Environmental Assessment (Class EA) document for municipal projects, prepared by the Municipal Engineers Association dated June 2000. The study shall be classified as a Schedule 'C' and be completed through to the end of Phase 4 as outlined in the Class EA document.
- Complete the study to meet the requirements of Canadian Environmental Assessment Act (CEAA) as required and coordinate it with the Municipal Class Environmental Assessment, under the concept of "one project – one assessment".

Complete the preliminary design of the project requirements, including all field investigations, reviews, relevant tests, inspections and studies, with due regard for environmental, traffic accommodation and safety concerns, capital cost and operating efficiency all in accordance with York Region standards, specifications and practices.

3.3 Project Phasing

The Region's proposed 2006 Ten-Year Road Construction Program has identified the timing for the improvement works on Keele Street as follows:

- Steeles Avenue West to ETR 407 (Stage 1): 2008/2009
- Highway 7 to Rutherford Road (Stage 2): 2015

The anticipated schedule for the first stage of this work is as follows:

- Keele Street Schedule 'C' Class Environmental Assessment (EA) – 2006.
- Detailed Design (Stage 1) – 2007
- Construction (Stage 1) – 2008/2009

4. ANALYSIS AND OPTIONS

4.1 Outcome of Evaluation of Proposals

In accordance with the Regional Purchasing By-law, Expressions of Interest (EOI) were received for this work in response to an appropriate advertisement in a publication of general circulation. All EOI's were reviewed and based on the results of the evaluation three firms were invited to submit a response to our Request for Proposal (RFP) document.

The three firms invited to submit written proposals for this assignment were as follows:

- R.V. Anderson Associates Limited
- Delcan Corporation
- Morrison Hershfield Limited

All three consulting firms submitted proposals in response to this RFP.

The Region used the "two envelope" evaluation process for this RFP, in which Technical/Management Proposals were opened and evaluated prior to the opening and evaluation of the corresponding Financial Proposals. The total weighting of the technical/management proposal is 80% and the total weighting of the financial proposal is 20%. This allocation of technical/management and financial will ensure that the assignment is awarded to a consultant that is very technically competent as well as cost competitive.

The technical proposals were evaluated based on the following technical criteria:

- Project Team Experience
- Project Management
- Project Implementation

In accordance with the terms of the RFP, the financial proposals were opened only after Region staff agreed to the overall technical scores. After compliance of the financial proposals had been established, the overall proposal was evaluated based on a weighting of 80% for the technical/management proposal and 20% for the financial proposal. The best proposal was deemed the one with the highest total score.

The consultant proposal evaluation summary is presented in Table 1 and includes the Technical Score, the Upset Limit Fee and corresponding Financial Score and the Total Score for each proponent.

Table 1
Consultant Proposal Evaluation Summary

Firm	Technical Score (Out of 80)	Upset Limit Fee Excluding GST	Financial Score (Out of 20)	Total Score (Out of 100)
R.V. Anderson Associates Limited	61	\$ 666,180.00	15	76
Delcan Corporation	57	\$ 579,547.31	17	74
Morrison Hershfield Limited	51	\$ 492,320.00	20	71

The best overall (combination of technical and financial) proposal was received from R.V. Anderson Associates Limited as their proposal had the highest total score and represents the best value for the Region on this assignment.

The proposal from R.V. Anderson received the highest technical score and featured a good combination of project management and technical staff with a firm corporate commitment of the necessary resources to complete this complex assignment. Their proposal presented a sound understanding of the unique project requirements and the sensitive environmental issues. In addition, their proposal featured a strong communication plan and schedule control plan that will be required in meeting requirements of agencies and stakeholders and achieving reasonable milestone deliverables in the project schedule.

Although the financial proposals from Delcan Corporation and Morrison Hershfield Limited are notably lower, R.V. Anderson's fee is well supported with a greater commitment of resources and higher level of effort, i.e., a total difference of 600 to 730 manhours.

The Supplies and Services Branch has reviewed the evaluation summary and has issued their internal report confirming that R.V. Anderson Associates Limited be recommended as the successful overall proponent for this assignment.

5. FINANCIAL IMPLICATIONS

The upset limit fee for the work is \$666,180 excluding GST.

There are sufficient funds in the Region's proposed 2006 Roads Capital Budget and Ten-Year Program for this assignment. Proposed expenditures and sources of funding for this project are given in the following table:

Table 2
Proposed Budgeted Expenditures and Sources of Funding (Cash Flow in 000s)

Project	2005	2006	2007	2008	2009	2014	2015	Total
Keele Street from Steeles Avenue to Hwy 407	\$10	\$282	\$422	\$3,140	\$1,340			\$5,194
Keele Street from Hwy. 7 to Rutherford Road		\$400				\$835	\$10,800	\$12,035
Total	\$10	\$682	\$422	\$3,140	\$1,340	\$835	\$10,800	\$17,229
Funding Sources								
DCs	\$8	\$521	\$323	\$2,402	\$834	\$639	\$6,732	\$11,459
Tax Levy	\$2	\$161	\$99	\$738	\$506	\$196	\$2,068	\$3,770
Other*								\$2,000

*Note: External Sources – Municipal/Local

A major portion of the proposed expenditures indicated for 2006 are dedicated for this Class EA Study.

The upset limit fees provide for provisional items of consulting activity (i.e., stage two archaeological assessments or additional public consultation, if required). The consultant will only be paid for these items if specifically directed by the Region to complete them.

6. LOCAL MUNICIPAL IMPACT

The Keele Street road improvement will be constructed in the City of Vaughan. The project will improve traffic safety and operations for the travelling public within the local road network. It will also support continued growth within the City of Vaughan.

Furthermore, the City of Vaughan has noted many concerns from the residents and business community in the vicinity of the project requesting improvements to address the high levels of congestion, particularly in the vicinity of the Highway 7/ Keele Street intersection. This study is the next phase of work to address these concerns.

Throughout the Class EA, Regional staff will work closely with staff from the City of Vaughan to accommodate their requirements in the Class EA and preliminary design.

7. CONCLUSION

Consultants' proposals for this project were evaluated in accordance with Regional policy, by-laws and practices. The proposal submitted by R.V. Anderson Associates Limited addressed all of the requirements for this assignment, including qualified and knowledgeable personnel, and proposed a sound methodology to complete this assignment. The proposal represents the best overall value to York Region.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the January 11, 2006 Committee meeting.)