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CONSULTANT SELECTION FOR ENGINEERING SERVICES
BATHURST STREET
TOWN OF EAST GWILLIMBURY AND TOWNSHIP OF KING
(REQUEST FOR PROPOSAL NO. P-06-74)

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, September 14, 2006, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The proposal of Dillon Consulting Limited, in the upset limit amount of \$482, 830 excluding GST, be accepted for the Class Environmental Assessment Study of Bathurst Street (Y.R. 38) from Green Lane West (Y.R. 19) to Yonge Street (Y.R. 1), in the Town of East Gwillimbury and Township of King.
2. The Regional Chair and Regional Clerk be authorized to sign the necessary agreement, subject to review by Legal Services.

2. PURPOSE

The purpose of this report is to recommend the retention of a consulting engineering firm to carry out the Class Environmental Assessment (Class EA) Study and Preliminary Design of Bathurst Street from Green Lane West northerly to Yonge Street (*see Attachment 1*), in the Town of East Gwillimbury and Township of King.

In compliance with the Region's purchasing by-law, a report to Council is required prior to authorizing an award when a Request for Proposal has been issued and the successful consultant's fee plus taxes is over \$500,000.

3. BACKGROUND

This project is included in the 2006 10-Year Road Construction Program for implementation in 2009.

Bathurst Street between Green Lane West and Yonge Street is a two-lane rural section with narrow or no shoulders, steep grades and tight horizontal alignments. At the north limits, the intersection with Yonge Street is constrained geometrically with close intersection spacings, rail line and property impact. The section of Bathurst Street between Graham and Morning Sideroad was closed to traffic in 1995 due to very poor

horizontal and vertical alignments and the deteriorated bridge over a tributary of the Holland River. The Bathurst Road closure is reviewed by Council every three years.

A draft Environmental Study Report was prepared in September 1999, but was not finalized due to reprioritization of Regional projects and resources at the time. Additional traffic and environmental studies needed to be carried out and property impact and mitigation were required to be resolved. This new study is being initiated to update the 1999 study and to comply with new legislation and current Region standards/policies so that environmental clearance could be secured for project implementation.

Recent and significant land use and road network changes in the surrounding area require re-evaluation of the needs and justification. Changes in the surrounding area since 1999 included the East Gwillimbury GO Station at 2nd Concession Road and Green Lane, commercial and residential development in the northwest quadrant of Newmarket, Holland Landing, and Bradford, the Newmarket Bypass (Highway 404, Green Lane, Bathurst Street and Highway 9) and others.

This section of Bathurst Street is located within the Protected Countryside, Natural Heritage System designation under the 2005 Greenbelt. The Greenbelt Plan requires that proposed infrastructure improvements meet two objectives: that the impacts of construction, operation and maintenance of the project are minimized within the Greenbelt area and that any key natural heritage features or hydrologic features are avoided where possible. If key natural heritage features cannot be avoided, the adverse impacts are to be minimized and connectivity is to be improved.

The proposed improvements include reconstruction of Bathurst Street to Regional standards.

4. ANALYSIS AND OPTIONS

In accordance with the Regional purchasing by-law, interested firms, as selected from Expression of Interest No. P-04-61, were invited to submit proposals for the assignment. A short-list of consultants, with expertise in road planning and design, natural environmental sciences and structural engineering, were invited to submit proposals.

Proposals were evaluated using a two-envelope system. This system requires the project proposal and the fee to be submitted in two separate envelopes. The technical proposal envelopes were opened first and evaluated using the following criteria:

- Project team experience.
- Project management including quality assurance.
- Project implementation including project understanding, approach and methodology.

The fee envelopes were then opened for the proposals meeting the technical requirements. The proposed fees were converted to a score and then weighted along with the technical criteria to determine an overall score.

4.1 Evaluation Summary

The proponents, their technical scores and proposed upset limit fees are tabulated below:

Table 1
Consultant Proposal Evaluation Summary – Bathurst Street

Firm	Technical Score (out of 80)	Upset Fee (Excluding GST)	Financial Score (out of 20)	Total Score (out of 100)
Dillon Consulting Ltd.	57.7	\$482,830	20.0	77.7
McCormick Rankin Corp.	53.6	\$967,091	10.0	63.6
Totten Sims Hubicki (TSH)*				

The proposals from Dillon Consulting Limited and McCormick Rankin Corp. received comparable technical evaluations since both proposals fully met the requirements and expectations of the Class EA and preliminary design assignment for Bathurst Street, from Green Lane West northerly to Yonge Street. Their respective management qualifications were strong and their project team and implementation process also met expectations. Dillon's proposal provided a better understanding of the project requirements, hence scored a little higher in the technical evaluation. As well, the financial fee proposal from Dillon Consulting Limited is considerably lower. Hence, their total score placed the firm in a position that the firm be recommended to be engaged for the engineering assignment.

*Totten Sims Hubicki (TSH) did not submit, a proposal.

The Supplies and Services Branch have reviewed the evaluation summary and have issued their internal report confirming that Dillon Consulting Limited be recommended as the successful overall proponent for the Bathurst Street Class EA Study and preliminary design assignment under Request for Proposal P-06-74.

5. FINANCIAL IMPLICATIONS

Funding for the project is included in the Region's 2006 10-Year Roads Construction Program.

The upset limit fees provide for provisional items of consulting activity (i.e. stage two archaeological assessments, additional public consultation, permits and approvals, 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 project is required to address the transportation needs and accommodate growth in the Region and municipalities. The project will improve traffic safety and operations for the travelling public within the Regional and local road network.

The Township of King Council supports the re-opening and improvement of this section of Bathurst Street as it will alleviate through traffic volumes on Graham Sideroad and through the Ansnorveldt community.

7. CONCLUSION

The Class EA Study and preliminary design assignment must commence to permit the improvements scheduled under the approved capital program and to proceed in a timely manner.

Consultants' proposals were evaluated in accordance with the Regional purchasing by-law and it is recommended that the assignment be awarded as outlined, since the proposal represents the best overall value to York Region.

The Senior Management Group has reviewed this report.