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CONSULTANT ASSIGNMENT HIGHWAY 427 ARTERIAL ROAD EXTENSION HIGHWAY 7 TO FOGAL ROAD / ZENWAY BOULEVARD CITY OF VAUGHAN

The Transportation and Works Committee recommends:

- 1. The recommendations contained in the following report, October 20, 2004, from the Commissioner of Transportation and Works be adopted; and**
- 2. Staff be requested to bring a resolution forward to the November 18, 2004 Regional Council meeting requesting the Province of Ontario to give the Environmental Assessment for the Highway 427 Extension a higher priority and to resume work on the study without further delay.**

1. RECOMMENDATIONS

It is recommended that:

1. The proposal of CH2M Hill Canada Limited in the amount of \$207,280 (excludes G.S.T., York and Peel Region's 50% cost-share is \$103,640 each) be accepted for the detailed design and contract preparation assignment for the Highway 427 Arterial Road Extension from Highway 7 (Y.R. 7) to Fogal Road / Zenway Boulevard including the E-W link across the Highway 427 corridor, in the City of Vaughan.
2. The Regional Clerk circulate copies of this report to the Ministry of Transportation and the Clerks of the City of Vaughan and Region of Peel.

2. PURPOSE

The purpose of this report is to request authorization to award the consultant assignment for the detailed design and contract preparation for the Highway 427 Arterial Road Extension from the existing terminus at Highway 7 to Fogal Road / Zenway Boulevard including the E-W link across the Highway 427 corridor. The assignment is proposed to be undertaken jointly and cost-shared equally between York Region and Peel Region.
(the limits of the project are shown on Attachment 1)

3. BACKGROUND

3.1 Previous York-Peel Boundary Study

In January, 2001, The Regional Municipality of York together with The Regional Municipality of Peel, City of Vaughan and City of Brampton initiated a Boundary Area Transportation study (BAT Study) to address needs and opportunities in the rapidly

growing area bounded by Steeles Avenue to the south, Mayfield Road / Nashville Road to the north, Airport Road to the west and Highway 27 to the east. The study was completed and approved in 2003.

The BAT study identified a long-term (2031) transportation plan as well as short-term road improvements needed to address the growing transportation demand in the study area. The long-term transportation plan includes recommendations for improving existing roads, constructing new roads, goods movement, operational improvements and transit opportunities. The long-term plan has been valuable input into the 10 Year Roads Construction Program.

The BAT study short-term road network was developed to address interim traffic demand prior to the ultimate extension of Highway 427 by the Ministry of Transportation (MTO). The key improvements included a proposed four-lane east-west collector road (Fogal Rd./ Zenway Blvd.) north of Highway 7, running from the Gore Road to Highway 27, and a proposed four-lane north-south arterial road from the existing terminus of Highway 427 to Fogal Road / Zenway Blvd. These improvements, once implemented, will provide immediate relief to the traffic congestion at the intersections of Highway 50/Highway 7 and Highway 27/Highway 7.

The BAT study recommendations were included in Clause 11, Report 7 of the Transportation and Works Committee held on June 12, 2002, approved by Council on June 27, 2002. The study recommendations were also approved by Peel Region, City of Vaughan and City of Brampton.

The BAT study included a Schedule 'C' Class Environmental Assessment (EA) for the short-term road improvements and was approved in August 2003.

The BAT study recognized the need to meet interim transportation requirements, prior to the ultimate extension of Highway 427 by MTO, without compromising or complicating the Highway 427 Extension EA or the ultimate construction of the highway itself. MTO staff participated throughout the BAT study. In addition, staff met with MTO staff prior to issuing a request for proposal for this design assignment to ensure MTO issues are identified and addressed as early as possible. MTO has indicated support in principle for the proposed Highway 427 Arterial Road Extension, subject to detailed engineering approvals and a legal agreement.

3.2 Project Scope

The proposed consulting assignment is for the complete detail design and preparation of contract drawings and documents for tendering and construction of road improvements for the Highway 427 Arterial Road Extension from the existing terminus at Highway 7 north to Fogal Rd. / Zenway Blvd. including an E-W link across the Highway 427 corridor.

In conjunction with development approvals in the area, the City of Vaughan has been ensuring that the Highway 427 corridor north of Highway 7 remains free of development

until the Ministry of Transportation completes the environmental assessment to define the alignment for the ultimate highway extension.

To the east of the Highway 427 corridor being protected by the City of Vaughan, Zenway Boulevard has already been constructed in conjunction with development in the Vaughan West Business Park. To the west of the Highway 427 corridor, Fogal Road is planned to be extended from Huntington Road easterly in conjunction with development in the Huntington Business Park. Completion of the E-W link across the Highway 427 corridor to connect the collector roads from the Huntington Business Park and the Vaughan West Business Park to the Highway 427 Arterial Road Extension is outside of the development limits and therefore has been included in the scope of this design assignment.

3.3 Project Considerations

One of the key considerations to be addressed early-on in the design assignment is the ultimate location of the Highway 427 arterial road extension. The options include locating the road directly on the ultimate Highway 427 alignment versus locating the road parallel to the future Highway 427. Key considerations in determining the preferred location include initial capital cost, throw-away cost, salvage value and future construction staging for the ultimate Highway 427.

The E-W link across the Highway 427 corridor is proposed as a four-lane collector road and will have direct access to Highway 427 via the proposed N-S arterial road extension on a temporary basis until the highway is ultimately extended. When Highway 427 is ultimately extended the E-W link will have to be grade separated. Due to the close proximity to the Highway 7 interchange, a future interchange at Fogal Road / Zenway Boulevard would not be possible. Alignment of the E-W link, location of the future grade separation and construction staging during the future highway construction will all be key considerations to be addressed during the design assignment.

The proposed road improvements are expected to benefit traffic in the boundary area between York and Peel equally, with specific benefits to traffic along Highway 50 particularly at the Highway 7 intersection. As such, Peel Region has agreed to cost-share the design assignment (*see Attachment 2, Peel Region Council Resolution 2004-807*). The project will be jointly managed by York and Peel Region. City of Vaughan staff will be involved throughout the design assignment and have agreed to play a key role in coordinating issues with area landowners.

The successful consultant will have to work with York and Peel Region staff, City of Vaughan staff, MTO staff, area developers and their representatives, utility companies, private landowners and others to successfully complete this assignment.

4. ANALYSIS

The following engineering consultants submitted proposals for this assignment:

1. SNC Lavalin Engineers and Constructors Inc.

2. Giffels Associates Ltd.
3. CH2M HILL Canada Ltd.
4. Earth Tech Canada Inc.
5. Transenco Ltd.
6. Morrison Hershfield Ltd.

The proposals were evaluated based on a two-stage system, which involved an assessment of the technical proposal, followed by an assessment of the fee, which was submitted in a separate envelope. A 60% weighting was given to the technical proposal and 40% weighting to the fee.

Specifically, the technical proposals were assessed based on the following criteria:

1. Qualifications of the consulting team.
2. Experience with similar projects.
3. Project methodology and clear understanding of major issues.
4. Project deliverables, schedule and quality control.

The evaluation team consisted of staff from York Region and Peel Region. Following the technical evaluation, the fee envelopes for the proposals were opened. The scoring method for the fees was based on assigning the highest score to the consultant with the lowest fee and proportionately lower scores for the other consultants. The results of the technical and fee evaluations are provided in Table 1.

Table 1
Evaluation Summary

Firm	Technical Score Out of 60	Upset Fee excludes G.S.T.	Financial Score Out of 40	Total Score Out of 100
CH2M HILL Canada Ltd.	48.4	\$207,280	38.3	86.7
Earth Tech Canada Inc.	42.9	\$198,700	40.0	82.9
Morrison Hershfield Ltd.	47.2	\$229,090	34.7	81.9
Transenco Ltd.	42.6	\$300,200	26.5	69.1
Giffels Associates Ltd.	45.5	\$366,400	21.7	67.2
SNC Lavalin Engineers and Constructors Inc.	42.2	\$414,660	19.2	61.4

The proposal of CH2M Hill Canada Ltd meets all requirements, has the highest combined technical and cost score and therefore is recommended for this assignment.

5. FINANCIAL IMPLICATIONS

This design assignment is to be cost-shared equally between York Region and Peel Region. The consulting assignment will result in total expenditures of \$207,280. The Region's 50% share of the cost is \$103,640 (excludes G.S.T).

Although York and Peel Regions have agreed to an initial 50% cost-share on the design study, there is no final agreement on a cost-share formula for the construction of the roadwork. A reasonable approach would be to develop a cost-share formula based on relative traffic benefit. The east-west link between the proposed Highway 427 arterial road extension to Fogal Road / Zenway Boulevard will ultimately form part of the local collector road network and could include cost contribution from the City of Vaughan. In addition, some of the work being proposed may be salvageable when Highway 427 is ultimately extended by MTO.

Discussions between York Region, Peel Region, MTO and the City of Vaughan on a final cost-share formula for construction of the work will occur during the design assignment and a future report from the Commissioner of Transportation and Works will detail the final agreement on cost-sharing.

Funding to cover the design assignment expenditure has been included in the 2004 and draft 2005 Road Budgets.

6. LOCAL MUNICIPAL IMPACT

Staff from the City of Vaughan had been involved throughout the BAT study and will be consulted throughout the proposed design assignment. City staff have also agreed to assist in discussions with affected landowners to facilitate the design assignment and future implementation of the proposed roadwork.

The roadwork which is the subject of the proposed design assignment, if implemented, will improve traffic operations in the York / Peel boundary area, particularly at the Highway 50 / Highway 7 and Highway 27 / Highway 7 intersections. In addition, improvements to the transportation network will provide the capacity needed to accommodate the planned development in and around the study area in the interim period, prior to the Highway 427 extension.

The east-west link between the proposed Highway 427 arterial road extension to Fogal Road / Zenway Boulevard will ultimately form part of the local collector road network and could include cost contribution from the City of Vaughan.

7. CONCLUSION

The design assignment described in this report is proposed to be undertaken jointly and cost-shared equally between York Region and Peel Region.

The proposal of CH2M Hill Canada Ltd. meets all requirements, has the highest combined technical and cost score and therefore is recommended for this assignment.

The Region's 50% share of the design cost is \$103,640 (excludes G.S.T.). The final cost share formula for construction will be determined during the detailed design.

The Senior Management Group has reviewed this report.

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