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AWARD OF ENGINEERING CONSULTANT ASSIGNMENT FOR IMPROVEMENTS TO BLOOMINGTON ROAD FROM BATHURST STREET TO HIGHWAY 404 TOWNS OF AURORA AND RICHMOND HILL, PROJECT 9701

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, November 16, 2004, from the Commissioner of Transportation and Works:

1. RECOMMENDATION

It is recommended that:

1. The consulting engineering firm of R.V. Anderson Associates Limited be engaged to carry out the detailed design, construction supervision and contract administration for improvements to Bloomington Road (Y.R. 40) from Bathurst Street (Y.R. 38) to Highway 404 in the Towns of Aurora and Richmond Hill at an upset limit of \$818,000.

2. PURPOSE

The purpose of this report is to award the consulting assignment for the project described in this report. A location map is appended to this report (*see Attachment 1*).

3. BACKGROUND

Bloomington Road is a two-lane paved road with gravel shoulders and roadside ditches between Bathurst Street and Highway 404 and forms the border between the Towns of Aurora and Richmond Hill.

Existing traffic counts and projections indicate this section of Bloomington Road is expected to be beyond capacity for a two-lane road within the next ten years.

3.1 Status of Class Environmental Assessment

A study of operational improvements on Bloomington Road from Bathurst Street to Highway 404 was conducted in accordance with the Municipal Class Environmental Assessment (Class EA) Schedule 'C'. The study was completed in February, 2004 by way of the formal filing of the Environmental Study Report (ESR) onto the public record for a period of thirty days. This thirty-day period expired without any public objection to the project being registered with the Ministry of the Environment. As such, the Region is authorized to proceed to detailed design and construction of the improvement works outlined in the ESR.

3.2 Proposed Design

The Class EA study identified the widening of Bloomington Road from Bathurst Street to Highway 404 is the most effective solution to deal with the anticipated traffic capacity deficiencies. The study's preferred design from Bathurst Street to Bayview Avenue includes an urban cross section with two through lanes in each direction and a continuous centre left-hand turn lane. From Bayview Avenue to Highway 404, a four-lane rural cross section with local turning lanes at intersections is preferred in order to suit the more natural surrounding environment.

3.3 Project Phasing

The timing of the works on Bloomington Road is identified in the approved 2004 Roads Capital Budget as follows:

- Yonge Street to Highway 404 - scheduled for construction in 2007.
- Bathurst Street to Yonge Street - scheduled for construction in 2010.

4. ANALYSIS AND OPTIONS

4.1 Description of Consultant Assignment

The purpose of the assignment is to complete the detailed design, construction supervision and contract administration for the approved widening of Bloomington Road from Bathurst Street to Highway 404, to provide a basic four-lane road with various sections containing a continuous centre left-turn lane as well as local turn lanes at intersections. Adjustments will also be made to existing traffic control signals and associated illumination to accommodate the widening at various intersections. It should be noted, however, the construction supervision and contract administration component of this assignment is only for the works to be completed in 2007. The construction works in 2010 will either be administered by Regional staff or through a separate consultant assignment.

4.2 Consultant Selection Process and Results

In accordance with the Purchasing By-law, Expressions of Interest (EOI) were received for this work in response to an appropriate advertisement in a publication of general circulation. Based on this EOI, four firms were provided with a Request for Proposal (RFP) document.

All four consulting firms submitted a proposal in response to this RFP.

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

- Project Implementation.
- Project Team Experience.
- Management Qualifications.

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

Independent evaluations for the proposals were completed. The evaluation summary shown in Table 1 includes the scores, as well as the upset limit fee submitted by each proponent.

Table 1
Evaluation Summary

Firm	Technical Score Out of 80	Upset Fee Excluding GST	Financial Score Out of 20	Total Score Out of 100
R.V. Anderson Associates	64.0	\$ 818,000	16.2	80.2
Delcan Corporation	52.7	660,696	20.0	72.7
McCormick Rankin Corporation	59.9	1,122,000	11.8	71.7
SNC-Lavalin	53.3	\$ 877,710	15.1	68.4

The technical proposal of R.V. Anderson Associates Limited demonstrated a superior understanding of the unique environmental and constructability challenges of the project and also provided specific measures to address these challenges. Their proposal also provided a high level of assurance that sufficient time and resources will be committed to the project to ensure its successful completion. These were key components in their achieving the highest total score in the evaluation of the proposals.

5. FINANCIAL IMPLICATIONS

The upset limit included in the proposal is \$818,000. The Purchasing By-Law allows for fifteen percent contingency to address potential issues which are unknown at this project initiation stage, should such issues arise and the associated costs be agreed upon by Regional staff. This contingency amount is \$122,700, however, it will not be activated unless it is required.

There are sufficient funds identified in the 2004 budget for the assignment.

6. LOCAL MUNICIPAL IMPACT

The project will improve traffic operations for the travelling public within the local area road network. It will also support the Regional Official Plan proposals in this area of the Towns of Aurora and Richmond Hill.

Throughout the EA, Regional staff worked closely with staff from the Towns of Aurora and Richmond Hill to accommodate their requirements in the ESR. During the course of the upcoming detailed design, Regional staff will continue to work closely with the

Towns of Aurora and Richmond Hill to incorporate their requirements for sidewalks, mid-block illumination and landscaping. This consultant assignment allows for the inclusion of Town works in the Region's contract.

7. CONCLUSION

Consultants' proposals for this project were evaluated in accordance with Regional policy. It is recommended that the consulting engineering firm of R.V. Anderson Associates Limited be engaged to carry out the detailed design, construction supervision and contract administration for improvements to Bloomington Road from Bathurst Street to Highway 404 in the Towns of Aurora and Richmond Hill at an upset limit of \$818,000.

It is further recommended that appropriate Regional officials be authorized to take all necessary steps to execute a formal agreement with R.V. Anderson Associates Limited for the completion of these services.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the Agenda for the December 1, 2004 Committee meeting.)