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CONSULTANT SELECTION FOR CONTRACT ADMINISTRATION AND INSPECTION SERVICES WESTON ROAD, TESTON ROAD AND HIGHWAY 400 INTERCHANGE CITY OF VAUGHAN, PROJECTS 81820 AND 98610

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 17, 2006, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The Region enter into an agreement with the consulting engineering firm of URS Canada Inc. to undertake the contract administration and inspection services for the construction of the road improvements on Weston Road (Y.R. 56) from Retreat Boulevard (500 m north of Major Mackenzie Drive (Y.R. 25)) to Teston Road (Y.R. 49) and on Teston Road (Y.R. 49) from Weston Road (Y.R. 56) to west of Jane Street (Y.R. 55), including the new interchange at Highway 400 and Teston Road (Y.R. 49) at a total upset limit fee of \$1,806,903, excluding GST.
2. The Regional Chair and Regional Clerk be authorized to sign the necessary agreement, subject to review by Legal Services.

2. PURPOSE

This report recommends the retention of consulting engineers to complete the contract administration and inspection services for the road improvements on Weston Road from Retreat Boulevard (500 m north of Major Mackenzie Drive) to Teston Road and Teston Road from Weston Road to west of Jane Street, including the new interchange at Highway 400 and Teston Road.

3. BACKGROUND

3.1 Weston Road (Project 81820)

York Region completed a Class Environmental Assessment (EA) for Weston Road from Rutherford Road to Teston Road in June 2001. Under the approved 2005 10-Year Roads Construction Program, implementation of the preferred alternative on Weston Road between Major Mackenzie Drive and Teston Road is programmed for construction in the year 2012.

Construction of the preferred alternative has begun with the section from Major Mackenzie Drive to Retreat Boulevard currently under construction as part of the York-Peel Feedermain Design/Build Contract. This work began in fall 2003 and is scheduled for completion in fall 2005. Funding for the advancement of the construction timing of the section from Major Mackenzie Drive to Retreat Boulevard has been provided by the Block 33W Developers Group in accordance with the terms of the executed Development Charge Credit Agreement (Langstaff).

The section from Retreat Boulevard to Teston Road, although programmed for 2012, is to be constructed as soon as possible/practical.

Funding for advancement of the construction timing of this section will also be provided by the Block 33W Developers Group in accordance with the terms of the executed Development Charge Credit Agreement (Langstaff).

The detailed design began in fall 2003 and is now complete. The detail design was carried out by McCormick Rankin Corporation.

3.2 Teston Road, Including Highway 400 Interchange (Project 98610)

York Region completed a Class Environmental Assessment (EA) for Teston Road from Pine Valley Drive to Bathurst Street in April 2003. This Class EA included the new interchange at Highway 400.

Under the approved 2005 – 10 Year Roads Construction Program, implementation of the preferred alternative for the section from Weston Road to west of Jane Street, including the new interchange at Highway 400, is programmed for 2006.

The detailed design began in fall 2003 and is now complete. The detailed design was carried out by McCormick Rankin Corporation.

An agreement between York Region and the Ministry of Transportation (MTO) has been executed. This agreement is required to set out the obligations of MTO and York Region with respect to the design, construction, operation, cost sharing and ownership of the new interchange at Teston Road and Highway 400.

3.3 Project and Contract Planning

The contract planning for Weston Road and Teston Road, including the new interchange at Highway 400, determined the two projects should be implemented as one detailed design/engineering assignment and construction should proceed under one contract. This decision was made for the following reasons:

- Similar timing of the two projects.
- Overlapping work zones.
- Marginally lower cost due to economies of scale.

- Integrated traffic/construction staging and control.
- Single point of responsibility for all construction activities.

Based on the above, staff proceeded with the detail design, property acquisition, permitting, solicitation for contract administration and inspection services and other project activities on the basis of these two projects being designed and constructed as one contract.

3.4 Contract Administration and Inspection Services

The contract administration and inspection services required under this assignment are for the improvements to Weston Road from Retreat Boulevard to Teston Road and Teston Road from Weston Road to west of Jane Street, including the new interchange at Highway 400.

The scope of the contract administration and inspection services will include:

- Provision of all staff, equipment and materials, office space, etc. to complete the contract administration and inspection work.
- Engineering materials laboratory and field testing services.
- Contractor quality control plan administration services.
- Contractor critical path schedule administration services.
- Environmental inspection and permit compliance confirmation services.
- Environmental monitoring.
- Preparation of all contract administration record documents.
- Quality control of contract administration and inspection services.
- Liaison and coordination with all stakeholders, including government agencies, utility companies, property owners, developers, etc.
- Representing York Region on matters related to the contract administration and inspection of the work

4. ANALYSIS AND OPTIONS

The design and construction of this project has two distinct sections; first, the municipal road improvements to Weston Road and Teston Road and second, the provincial freeway work associated with the new Highway 400 interchange at Teston Road.

During the detailed design and contract preparation, MTO staff advised that, for the freeway portion of the work, the contract must be administered by consultants who are registered with MTO's Registry, Appraisal and Qualifications System (RAQS) and have the necessary ability and capacity to carry out "Contract Administration – High Complexity" assignments for MTO.

To satisfy MTO requirements, York Region staff consulted with MTO staff to prepare a list of eligible consultants, who have a solid performance record on contract

administration assignments of this scope and magnitude and have recent directly related experience. The selected firms were invited to submit a proposal for this assignment in accordance with Request for Proposal (RFP) P-05-52.

This report identifies the preferred consultant for this assignment and their respective upset limit fees.

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:

- Management plan, including project team experience.
- Construction contract administration plan, including project understanding, staffing, inspection tasks and levels of effort.
- Contractor quality control administration plan, including a detail description of how the consultant would ensure the contract requirements are being met.
- Contractor critical path schedule administration plan, including a detailed description of how the consultant would monitor and communicate the construction progress and manage deviations from the baseline.

The fee envelopes were opened following the completion of the technical evaluation. The proposed fees were converted to a score and then weighted along with the technical criteria to determine an overall score.

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

- Highway Construction Inspection Ontario Inc.
- McCormick Rankin Corporation
- Morrison Hershfield Limited
- URS Canada Inc.

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

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)
URS Canada Inc.	63.6	\$1,806,903.00	18.3	82.0
Highway Construction Inspection Ontario Inc.	58.1	1,656,600.00	20.0	78.1
Morrison Hershfield Ltd	54.3	1,678,340.00	19.7	74.0
McCormick Rankin Corp.	54.3	1,696,387.69	19.5	73.8

The best overall (combination of technical and financial) proposal was received from URS Canada Inc. as their proposal had the highest total score and represents the best value for the Region on this assignment.

The proposal from URS Canada Inc. received the highest technical score and featured a good combination of project management, a designated contract administrator 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, the sensitive environmental issues and the construction challenges of the work. In addition, their proposal elaborated on the significant involvement and communication that will be required with agencies and stakeholders, including MTO, the Toronto and Region Conservation Authority, Block 33W Developers, etc. and elaborated on the need to not only meet but also exceed the environmental commitments of this project.

The technical proposal from Highway Construction Inspection Ontario Inc. received the second highest score. While it demonstrated suitable allocation of staff and resources, it did not communicate a solid understanding of the project sensitivities and the need for enhanced communication and coordination with stakeholders.

The technical proposals from Morrison Hershfield Ltd. and McCormick Rankin Corporation received the same score. In general, the proposals demonstrated similar strengths and weaknesses. The notable differences were the McCormick Rankin Corp. proposal scored very high in the project understanding and low in the contractor critical path schedule administration plan and the Morrison Hershfield Ltd. proposal scored low in the project understanding and high in the contract critical path schedule administration plan.

Although the total upset limit fee proposal from URS Canada Inc. is the highest, it is; however, within ten percent of the lowest total upset limit fee proposal. Further, the total upset limit fee proposal from URS Canada Inc. is more indicative of the financial

requirements to complete the contract administration and inspection services and is demonstrated through their superior understanding of the project requirements and issues.

5. FINANCIAL IMPLICATIONS

Funding for this project is included in the approved 2006 10-Year Road Construction Program.

The total upset limit fee provides for provisional items such as additional inspection and administration for approved increases to project scope, provision of technical specialist support unanticipated at the time of tendering and extensions to the contract time which are not a result of the construction contractor's actions. This provisional work will only be authorized and paid if specifically required to complete work, which is beyond the original scope of the assignment.

6. LOCAL MUNICIPAL IMPACT

The Weston Road and Teston Road improvements will be constructed in the City of Vaughan. This work is required to address the transportation needs and accommodate growth in the area and enhance access between the York Region road network and the Provincial Freeway System. The project will improve traffic safety and operations for the travelling public and it will also support continued growth within the City of Vaughan.

Although not part of this report, the notable impact to the local municipality resulting from this project is the eighteen month closure of Teston Road, which has been approved by both Regional Council in June 2004 and City of Vaughan Committee of the Whole in April 2004. Otherwise, there is no reason to expect adverse impacts on the local municipality other than impacts normally associated with large construction projects of this nature.

7. CONCLUSION

Contract administration and inspection services are required to administer and manage the construction of the Weston Road and Teston Road improvements. The assignment should be awarded in a timely manner so that this work can commence prior to tendering the contract for construction.

Consultants' proposals were evaluated in accordance with Regional policy and it is recommended that the assignment be awarded to URS Canada Inc., as outlined above, since their proposal represents the best overall value to York Region.

The Senior Management Group has reviewed this report.