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CONSULTANT SELECTION FOR ENGINEERING SERVICES DETAILED DESIGN FOR TWO STRUCTURES ON RAVENSHOE ROAD WEIR'S SIDEROAD TO LAKE RIDGE ROAD TOWN OF GEORGINA (REQUEST FOR PROPOSAL P-11-29)

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated March 16, 2011, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize staff to retain the consulting firm of McCormick Rankin Corporation, to undertake the detailed design for the replacement of two structures on Ravenshoe Road (Y.R. 32), in the Town of Georgina, at a cost not to exceed \$599,000 excluding taxes.
2. The Commissioner of Transportation Services be authorized to execute the agreement, subject to terms and conditions acceptable to the Commissioner of Transportation Services and the Regional Solicitor's approval as to form and content.

2. PURPOSE

This report recommends the award of the consulting assignment for the detailed design for two structure replacements on Ravenshoe Road from Weir's Sideroad to Lake Ridge Road, in the Town of Georgina. A context plan and location plan are appended to this report (*see Attachments 1 and 2*).

This report is before the Transportation Services Committee because the Region's Purchasing By-law requires Regional Council approval for awards over \$500,000.

3. BACKGROUND

York Region is responsible for the operation, maintenance and upkeep of Ravenshoe Road as per a Boundary Roads Agreement between York Region and Region of Durham

Under the terms of a Boundary Roads Agreement entered into by the Region and the Region of Durham on November 10, 1995, the Region assumed Ravenshoe Road and became responsible for all costs related to the maintenance and upkeep of this road.

An Environmental Assessment Study was completed for the section of Ravenshoe Road from Prout Road to Lake Ridge Road in 2002

A Class Environmental Assessment Study, Schedule 'C', for the improvement of Ravenshoe Road between Prout Road and Lake Ridge Road was completed in June 2002. The study recommended maintaining Ravenshoe Road as a two-lane road with geometric improvements and replacement of three structures.

Ravenshoe Road from Prout Road to Weir's Sideroad was reconstructed in 2008 including a new structure over Zephyr Creek

A contract for the reconstruction of Ravenshoe Road, from Prout Road to Weir's Sideroad in the Town of Georgina and the Township of Uxbridge, was tendered in October 2007. The work consisted of reconstructing Ravenshoe Road to Regional standards including partial illumination and the replacement of the bridge over Zephyr Creek.

The original Zephyr Creek bridge was a timber (two-span) structure built in 1952. It was reconstructed to meet Highway Bridge Design Code requirements and York Region road design standards.

Construction commenced in January 2008, and was completed in August of 2009.

The structures over Pefferlaw Brook and Uxbridge Creek in the Town of Udora were constructed in 1956 and 1934, respectively

There are two structures in the section of Ravenshoe Road between Weir's Sideroad and Lake Ridge Road that have not yet been reconstructed.

The existing Umphrey Bridge crossing over Pefferlaw Brook was built in 1956 and consists of a two-span (span length 5.5m) timber girder structure with a laminated timber deck.

The existing East Udora Bridge crossing over Uxbridge Creek was built in 1934 and consists of a single-span (span length 12.2m) reinforced concrete rigid frame bridge.

The structures do not meet the requirements of the current Highway Bridge Design Code and are posted with load limit restrictions

The narrow Umphrey Bridge structure does not meet the requirements of the current Highway Bridge Design Code (HBDC) and is currently posted with a ten-ton load limit restriction.

The East Udora bridge structure also does not meet the requirements of the current Highway Bridge Design Code requirements and is currently posted with a fourteen-ton load limit restriction.

An inspection of the Umphrey and East Udora structures has identified a short-term need to replace the bridge structures

The Region retains a structural consulting engineering firm to undertake a comprehensive inspection of all bridge structures and large culverts within the Region on a two-year cycle. Two hundred and fifty-five bridges and large culvert structures are regularly inspected.

The results of the latest regular inspections have identified the need to replace the Umphrey and East Udora structures as priority activities, and as such they have been included in the Bridge and Culvert Rehabilitation Program with design planned to occur in 2011 and 2012.

The structures continue to deteriorate while Region staff undertake regular maintenance activities to keep them functional

Although Regional staff undertake regular maintenance activities to keep the Umphrey Bridge and East Udora Bridge functional and open to traffic, the structures continue to deteriorate as they reach the end of their service life.

The programming of the structure replacement work will be reviewed during the preparation of the Region's 2012 10 - Year Roads Construction Program

The programming for the replacement of the Umphrey and East Udora structures will be reviewed during the preparation of the Region's 2012 10-Year Road Construction Program and will be brought forward for Regional Council's consideration.

4. ANALYSIS AND OPTIONS

The first phase of the procurement process was to issue a Request for Pre-Qualifications

The Supplies and Services Branch issued a Request for Pre-Qualifications (RFPQ) for Engineering Services No. P-10-112. The request was issued to solicit interest from as broad a market for engineering services as possible. In response to RFPQ P-10-112, ten engineering consulting firms expressed interest in this project and submitted their qualifications and proposed team members. These ten submissions were evaluated and scored based on our standard criteria, which include:

- Project Manager's experience.
- Team completeness and experience with York Region projects.
- Industry experience of key project lead members.
- York Region needs and team availability.
- References.
- Added value.

The second phase of the procurement process was to issue Request for Proposals to the three highest scoring firms

The Supplies and Services Branch issued Request for Proposal (RFP) No. P-11-29 to the three firms who achieved the highest score under the RFPQ process. The three firms invited to submit a proposal in response to RFP P-11-29 were:

- Delcan Corporation
- McCormick Rankin Corporation
- SNC-Lavalin Inc.

Following our standard practice, only the top three to five scoring firms are invited to submit a proposal because this results in significantly higher quality and completeness of the submissions. Through our ongoing consultation with the Consulting Engineers of Ontario, it has been communicated that top performing firms are reluctant to actively participate in an RFP process when more than five firms are invited. The top firms are less likely to invest substantial effort in the preparation of a proposal because of the increased competition and perceived lower likelihood of success.

Proposals were received from all three firms in response to the RFP.

The third phase of the procurement process was to evaluate the proposals using a two-envelope system

The two-envelope system requires the technical proposal and the financial proposal be submitted in two separate envelopes. The proposals were evaluated based on a weighting of 80% for the technical component and 20% for the financial component.

The allocation of 80% for the technical component and 20% for the financial component has been our practice for several years. The reason for this split is to recognize the relative importance to the Region of retaining the best available professional services yet demonstrating fiscal prudence. This attention to fiscal prudence is further demonstrated in our RFP process by the "dollar cost per technical point" methodology, which applies when the total scores of two or more firms are within five points of each other.

The technical proposals were opened first and evaluated using the following criteria:

- Qualifications and experience of the project team, including project manager, technical support staff and sub-consultants.

- Project deliverables, including project plan, schedule and budget control, staff allocation and quality assurance.
- Project implementation, including project understanding, approach and methodology, key project issues, value and innovation of services.

A technical score was then calculated for each proponent.

The financial proposals were then opened and evaluated. A financial score was calculated for each proponent.

The technical score, weighted at 80%, and the financial score, weighted at 20%, were combined for a total score.

The technical and financial scores were combined to achieve a total score

The proponents, their technical scores and proposed upset limit fees are presented in Table 1.

Table 1
Evaluation Summary

Firm	Technical Score (out of 80)	Upset Fee (Excluding taxes)	Financial Score (out of 20)	Total Score (out of 100)	Cost per Technical Point
Delcan Corporation	53.6	\$825,964.85	14.5	68.1	\$15,424.18
McCormick Rankin Corporation	53.3	\$599,000.00	20.0	73.3	\$11,248.83
SNC-Lavalin Inc.	51.0	\$875,000.00	13.7	64.7	\$17,173.70

The proposal from McCormick Rankin Corporation achieved the highest Total Score in response to RFP P-11-29

The proposal from McCormick Rankin Corporation received the highest Total Score, lowest cost and therefore represents the best overall value to the Region.

5. FINANCIAL IMPLICATIONS

The Total Upset Limit fee of \$599,000 is included as part of the 2011 10-Year Roads Construction Program and will be funded at 100% from Tax Levy

The upset limit fee for the detailed design is \$599,000 excluding HST. The 2011 10-Year Roads Construction Program has sufficient funds to cover anticipated expenditures for this project in 2011 and 2012. This work will be funded at 100% from Tax Levy.

The upset limit fees include provisional items such as review of contractor's submissions, contract administration and inspections services and a public meeting. The consultant will only be paid for these items if required and if specifically directed by York Region to complete them.

6. LOCAL MUNICIPAL IMPACT

During the course of the detailed design, adjacent residents, business owners, Town of Georgina staff and other stakeholders will be consulted

Project staff will consult throughout the detailed design phase with all stakeholders on various issues. Regional staff will also work with staff from the Town of Georgina to accommodate local municipal requirements.

It is anticipated that Ravenshoe Road will need to be closed at the two bridge locations for approximately six months while the bridges are being replaced. Traffic detour routes will be identified in consultation with the Town of Georgina, Township of Uxbridge, and Region of Durham, as necessary.

7. CONCLUSION

The consultants' proposals for the provision of professional engineering services were evaluated in accordance with Regional policy, by-laws and practices. The proposal submitted by McCormick Rankin Corporation achieved the highest Total Score and had the lowest cost. The proposal from McCormick Rankin Corporation represents the best overall value to York Region.

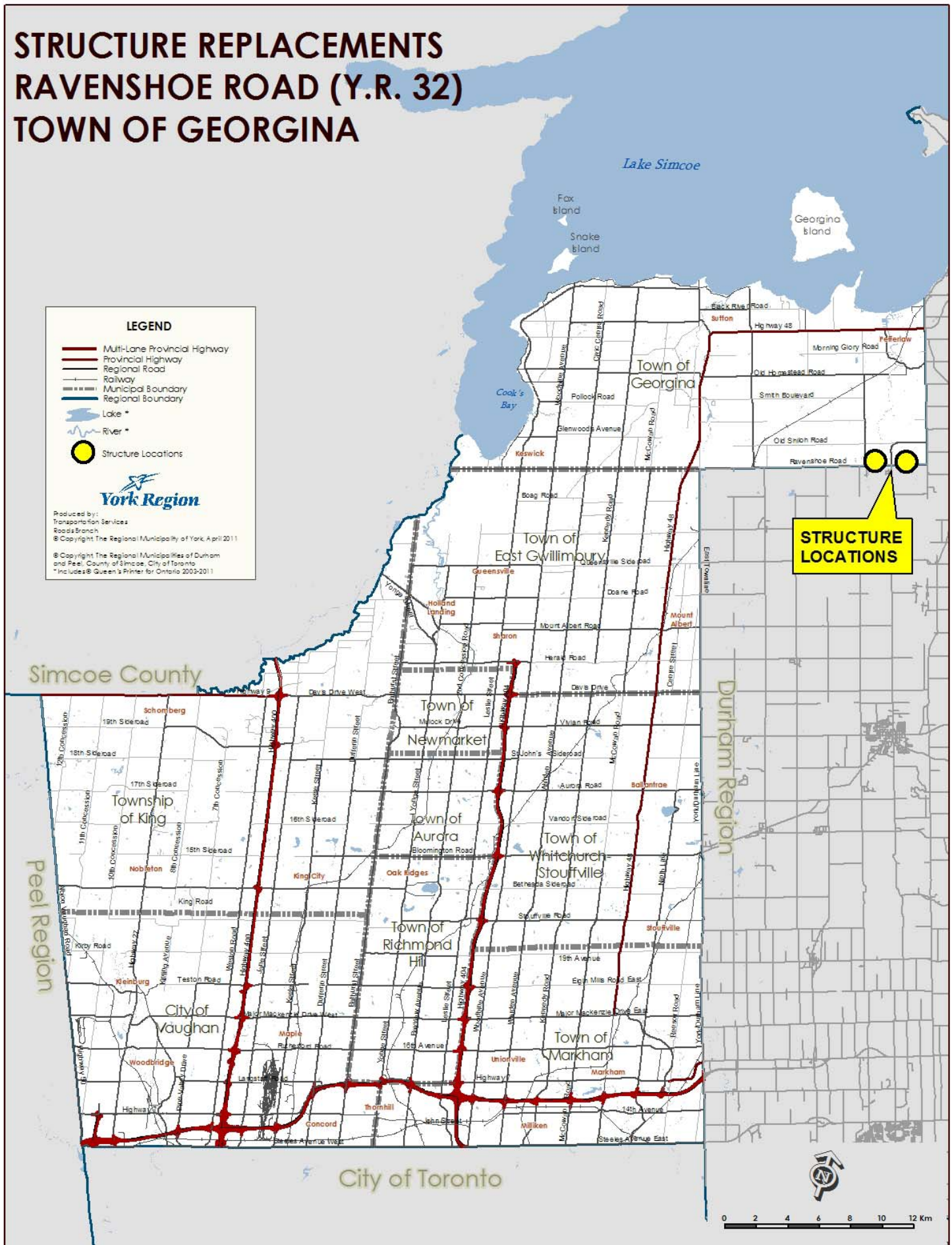
It is recommended that the consulting assignment for the detailed design for the replacement of two structures on Ravenshoe Road between Weir's Sideroad and Lake Ridge Road in the Town of Georgina, be awarded to McCormick Rankin Corporation as the successful proponent under Request for Proposal P-11-29.

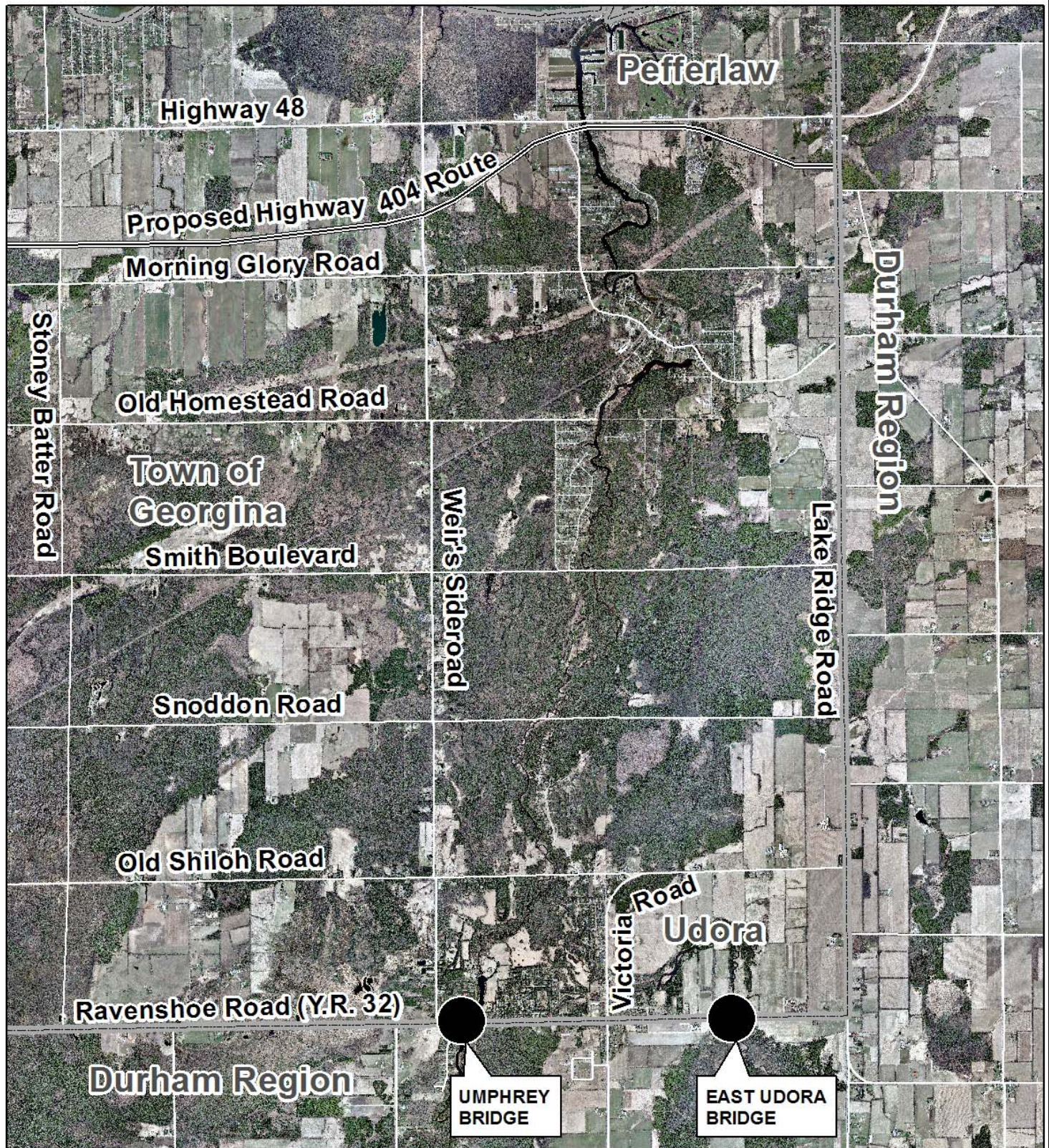
For more information on this report, please contact Paul Jankowski, General Manager of Roads at extension 5901.

The Senior Management Group has reviewed this report.

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

STRUCTURE REPLACEMENTS RAVENSHOE ROAD (Y.R. 32) TOWN OF GEORGINA





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LOCATION PLAN

PROJECT 39930

STRUCTURE REPLACEMENTS ON RAVENSHOE ROAD (Y.R. 32)

Town of Georgina

2,000 1,000 0 2,000
Meters



ROADS BRANCH - CAPITAL DELIVERY

