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CONSULTANT SELECTION FOR ENGINEERING SERVICES ENVIRONMENTAL ASSESSMENT STUDY FOR KING ROAD HIGHWAY 27 TO HIGHWAY 400 TOWNSHIP OF KING (REQUEST FOR PROPOSAL P-11-07)

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 Morrison Hershfield Limited to undertake the Class Environmental Assessment study for road improvements on King Road (Y.R. 11) from Highway 27 (Y.R. 27) to Highway 400, in the Township of King, at a cost not to exceed \$641,191.00, excluding HST.
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 Class Environmental Assessment study for road improvements on King Road from Highway 27 to Highway 400, in the Township of King. 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

King Road between Highway 27 and Highway 400 is a predominantly two-lane rural roadway located within the Township of King

King Road between Highway 27 and Highway 400 is located within the Township of King and travels through the Village of Nobleton. It is currently a two-lane road comprised of both urban and rural sections and spans approximately seven km. There are signalized intersections at Highway 27 and Weston Road as well as a recently upgraded

interchange at Highway 400. The posted speed limit for the roadway varies from 50 km/h to 80 km/h. The corridor is located within a Toronto Region Conservation Authority (TRCA) regulated area and is in the vicinity of the Provincially Significant Eaton Hall-Mary-Hackett Lakes Wetlands.

This project has been identified in the Region's Transportation Master Plan Update and 2011 – 10 Year Roads Construction Program

This project has been identified in the Transportation Master Plan Update (December 2009). Future road network needs will be considered along the King Road corridor from Highway 27 to Highway 400. This section of King Road has been identified for improvements in the Region's 2011 – 10 Year Roads Construction Program with the implementation of improvements scheduled to commence in 2014.

A Class Environmental Assessment study will be required to review the need for geometric and capacity improvements

In order to identify and proceed with improvements to this section of King Road, the Region needs to undertake a Municipal Class Environmental Assessment Study (EA). This study will investigate the need to increase the capacity and consider geometric improvements and corridor upgrades to improve operations for all road users. Improvements will be identified to correct existing deficiencies in the horizontal and vertical alignment of the roadway and intersections as well as improving drainage and safety.

The transportation network analysis undertaken as part of this study will consider other studies that influence the study area

The transportation network analysis undertaken as part of this study will consider other projects that influence the study area such as the Ministry of Transportation of Ontario's GTA West Corridor EA Study and the Region's Mid-York East-West Transportation Corridor Study. The GTA West Corridor study is examining the long-term transportation problems and opportunities until the year 2031 and considering alternative solutions to provide better linkages between Urban Growth Centres as identified in the *Growth Plan for the Greater Golden Horseshoe, 2006*. The Mid-York East-West Transportation Corridor Study is investigating Highway 400 interchange alternatives and associated east-west road improvements in the corridor north of Teston Road and south of Highway 9.

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, fifteen engineering consulting firms expressed interest in this project and submitted their qualifications and proposed team members. These fifteen submissions were evaluated and scored based on our standard criteria, which included:

- 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-11-07 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-11-07 were:

- Dillon Consulting Limited
- McCormick Rankin Corporation
- Morrison Hershfield Limited

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 five or more 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 invited 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
Dillon Consulting Ltd.	57.3	\$911,583.00	14.1	71.4	\$15,908.95
McCormick Rankin Corp.	55.4	\$1,210,900.00	10.6	66.0	\$21,857.40
Morrison Hershfield Limited	48.0	\$641,191.00	20.0	68.0	\$13,358.15

The proposal from Morrison Hershfield achieved the lowest “Dollar Cost per Technical Point” score in response to RFP P-11-07

The proposal from Morrison Hershfield received the lowest Technical Score and the highest Financial Score, and as a result received the second highest Total Score. However, since the Total Scores of the Dillon Consulting and the Morrison Hershfield proposals are within five points of each other, the “dollar cost per technical point” was computed. The proposal from Morrison Hershfield received the lowest cost per technical point. Accordingly, their proposal represents the best overall value to the Region.

5. FINANCIAL IMPLICATIONS

The Total Upset Limit fee of \$641,191 has been approved as part of the 2010 and proposed 2011 10-Year Roads Construction Program and will be funded at 10% from Tax Levy and 90% from Development Charges

The upset limit fee for the assignment is \$641,191 excluding HST. Funding included in the 2011 10-Year Roads Construction Program is sufficient to cover anticipated expenditures for this project in 2011 and 2012. This work will be funded at 90% from Tax Levy and 10% from Development Charges.

The upset limit fees include provisional items such as additional public meetings. The consultant will only be paid for these items if required and specifically directed by the Region to complete them.

6. LOCAL MUNICIPAL IMPACT

During the course of the environmental assessment study adjacent residents, business owners, Township of King staff and other stakeholders will be consulted

Project staff will consult throughout the Environmental Assessment with all stakeholders on various issues through public notices and public information centres.

Throughout the course of this assignment, Regional staff will work with staff from the Township of King to accommodate local municipal requirements.

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 Morrison Hershfield Limited achieved the lowest “Dollar Cost per Technical Point”, and therefore represents the best overall value to York Region.

It is recommended the consulting assignment for the Environmental Assessment Study for King Road, Highway 27 to Highway 400, Township of King, be awarded to Morrison Hershfield Limited as the successful proponent under Request for Proposal P-11-07.

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.)

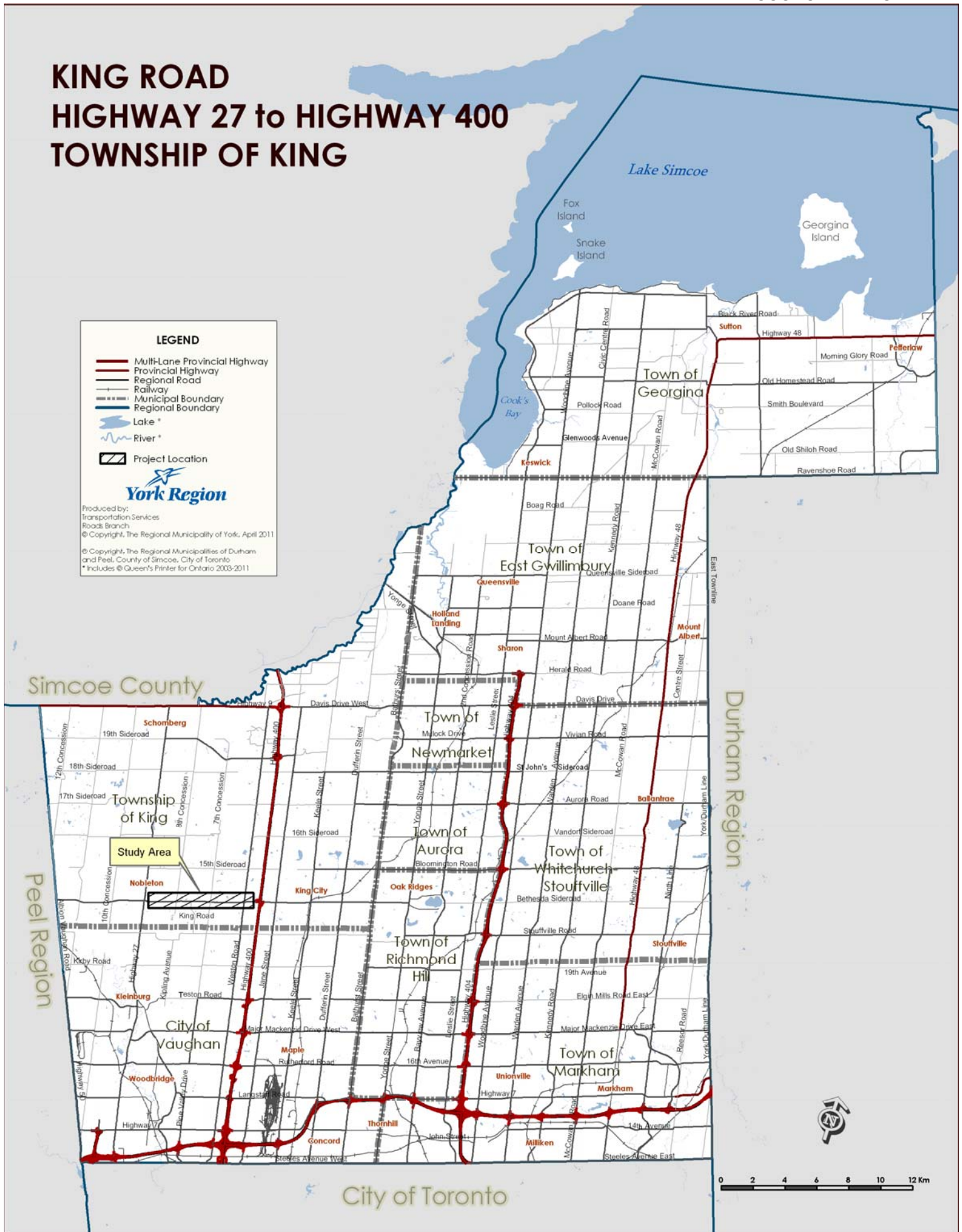
KING ROAD HIGHWAY 27 to HIGHWAY 400 TOWNSHIP OF KING

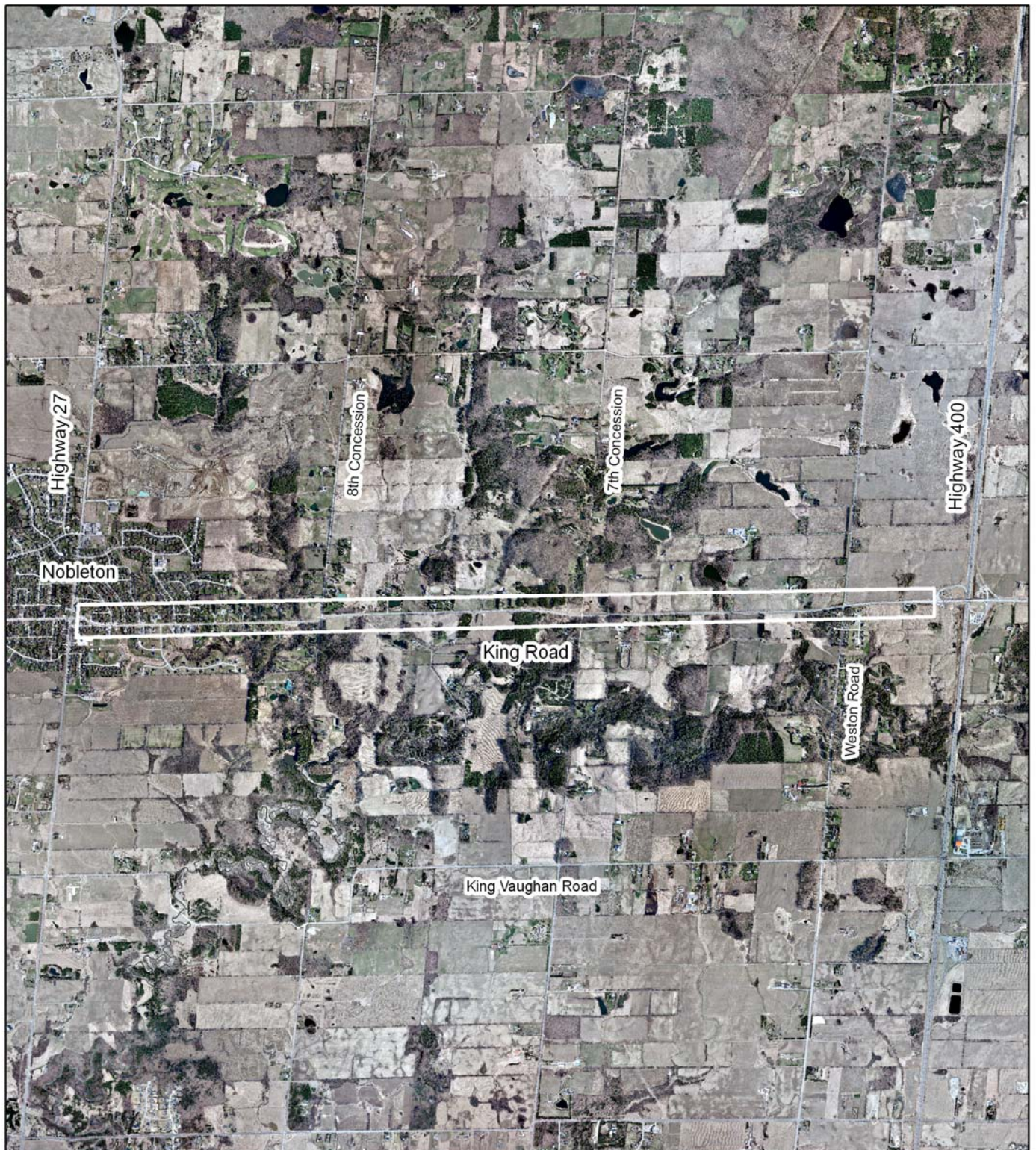
LEGEND

- Multi-Lane Provincial Highway
- Provincial Highway
- Regional Road
- Railway
- Municipal Boundary
- Regional Boundary
- Lake *
- River *
- Project Location

York Region

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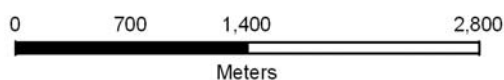
LOCATION PLAN

PROJECT 8302

KING ROAD (YR 11) from HIGHWAY 27 (YR 27) to HIGHWAY 400

Township of King

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