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CONSULTANT SELECTION FOR ENGINEERING SERVICES DETAILED DESIGN OF KEELE STREET FROM STEELES AVENUE TO HIGHWAY 7, CITY OF VAUGHAN (REQUEST FOR PROPOSAL P-11-42)

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated April 20, 2011 from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize staff to retain the consulting firm of R.V. Anderson Associates Limited, to undertake the detailed design for road improvements on Keele Street (Y.R. 6) from Steeles Avenue to Highway 7 (Y.R. 7), in the City of Vaughan, at a cost not to exceed \$735,500 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 detailed design for road improvements on Keele Street from Steeles Avenue to Highway 7, in the City of Vaughan. A context map 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

The traffic analysis undertaken as part of the Class Environmental Assessment has confirmed the need for road widening on Keele Street

York Region initiated the Class Environmental Assessment (EA) Study between Steeles Avenue and Rutherford Road in 2006. The study investigated the required improvements along Keele Street to support existing and future anticipated traffic volumes in the corridor.

The traffic analysis undertaken confirmed the need to widen Keele Street from Steeles Avenue to Rutherford Road. This traffic analysis also took into consideration the proposed vivaNext rapidways on Highway 7 and the subway to the Vaughan Metropolitan Centre.

The widening of Keele Street to six-lanes with on-street bicycle lanes will improve operations for all road users

The recommendations of the EA study include the widening of Keele Street to six-lanes from Steeles Avenue to Ronrose Drive and from Highway 7 to Rutherford Road. The widening from four to six lanes will include curb lanes as Transit/HOV lanes and on-street bike lanes.

The general purpose curb lanes on the existing six-lane section between Ronrose Road and Highway 7 will be converted to Transit/HOV lanes and widened to accommodate on-street bike lanes

The curb lanes on the existing six-lane section of Keele Street from Ronrose Drive to Highway 7 will be converted to Transit/HOV lanes with minor widening to accommodate on-street bike lanes.

The Canadian National Rail structure on Keele Street, north of Steeles Avenue, will be replaced and widened

The existing Canadian National (CN) Rail Structure on Keele Street north of Steeles Avenue is owned by CN Rail. The structure is in poor condition and needs to be replaced. The project will include the replacement and widening of the structure. Staff will finalize detailed cost-sharing arrangements with CN as the design progresses.

The proposed Keele Street improvements will be shifted slightly to the east between Steeles Avenue and Snidercroft Road in order to maintain traffic during construction of the new structure.

There is sufficient width to provide on-street bike lanes on the Highway 407 bridge structure.

Streetscaping treatments will be implemented on this project based on the Region's six-Lane standards and discussion with the Concord West Ratepayers Group

Streetscaping treatments will be implemented as part of the road widening project based on the Region's six-lane standards and City of Vaughan's Concord West Streetscaping Master Plan, prepared in consultation with the Concord West Ratepayers Group.

The improvements will require property acquisition

Based on the recommended improvements, property will need to be acquired along Keele Street from 16 landowners: ten commercial/industrial, four residential, and three institutional (CN Rail, Hydro One, Ontario Realty Corporation) properties.

The Keele Street improvements will be coordinated with the vivaNext improvements along Highway 7

In the Region's 2011 10-Year Roads Construction Program, the widening of Keele Street between Steeles Avenue and Highway 7 is programmed for construction in 2012 and the improvements at the intersection of Keele Street and Highway 7 in 2014.

The current program for vivaNext bus rapidways indicates that the bus rapidway implementation on Highway 7 between Creditstone Road and Yonge Street, including the Keele Street intersection, will be constructed between 2016 and 2020.

As such, coordination and discussion with vivaNext will continue to take place during the detailed design phase to confirm design and construction limits at the Highway 7 intersection.

During the Class Environmental Assessment, public consultation meetings were held to consult with local residents, businesses and other stakeholders

During the Class Environmental Assessment, public consultation meetings were held to consult with local residents, businesses and other stakeholders. The information presented at the meetings included the need and justification, alternative solutions considered, the recommended alternative solution, design concepts considered, the recommended design concept, the mitigation measures to facilitate environmental impacts, and the commitments that will be included in the implementation and maintenance phases of the project.

A request for proposals for Engineering Services was issued for the detailed design and contract package preparation prior to the completion of the Class Environmental Assessment Study in order to expedite the design work

In the Region's 2011 10-Year Roads Construction Program, the widening of Keele Street between Steeles Avenue and Highway 7 is programmed for construction in 2012. In order to expedite the design work, a request for proposals for Engineering Services was issued for the detailed design and contract package preparation prior to the completion of the Class Environmental Assessment Study.

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-11-14. The request was issued to solicit interest from as broad a market for engineering services as possible. In response to RFPQ P-11-14, 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.
- Industry experience of key project lead members.
- 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-11-42 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-11-42 were:

- Morrison Hershfield Limited
- R. V. Anderson Associates Limited
- Stantec Consulting Ltd.

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 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
Morrison Hershfield	48.20	\$719,790.00	20.00	68.20	\$14,933.40
R. V. Anderson	51.90	\$735,500.00	19.57	71.47	\$14,171.48
Stantec Consulting	53.75	\$927,545.00	15.52	69.27	\$17,256.65

The proposal from R. V. Anderson Associates Limited achieved the highest Total Score in response to RFP P-11-42

Based on the evaluation of the technical and financial proposal, R. V. Anderson Associates Limited achieved the highest total score in response to RFP P-11-42. However, since the Total Scores of the three firms are within five points of each other, the “dollar cost per technical point” was computed. The proposal from R. V. Anderson Associates Limited also 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 \$735,500 has been approved as part of the 2010 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 detailed design is \$735,500 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 10% from Tax Levy and 90% from Development Charges.

The upset limit fees include provisional items, such as, review of Contractor’s submissions, etc. The consultant will only be paid for these items if required and specifically directed by the Region to complete them.

The widening of the CN Rail Overpass will be cost shared with CN Rail. The cost-share percentage will be discussed with CN Rail during the detailed design phase

A Board Order No. 103293 issued in 1960 identified the original CN Rail Overpass was paid for by CN Rail. As such, it is anticipated that CN Rail will be responsible for the removal of the existing structure and construction of the new CN Rail overpass. The Region will be responsible for the additional widening of the structure to accommodate the six-lanes with on-street bike lane configuration.

The cost-share percentage will be discussed with CN Rail during detailed design when the structural details and detour options have been developed.

6. LOCAL MUNICIPAL IMPACT

During the detailed design and contract preparation phase adjacent residents, business owners, City of Vaughan staff and other stakeholders will be consulted

Project staff will consult throughout the detailed design phase with all stakeholders on various issues, including:

- Property requirements
- City of Vaughan's requirements
- Driveway modifications

Road improvements to Keele Street from Steeles Avenue to Highway 7 will improve operations on this key link in the Region's and City of Vaughan's transportation network.

Throughout the course of this assignment, Regional staff will work with staff from the City of Vaughan to accommodate local municipal requirements. The City of Vaughan has requested the Region to include the design for the replacement of their existing watermain, full illumination and sidewalks on both sides of Keele Street as part of this assignment. The cost of the design and implementation of these improvements will be paid for by the City of Vaughan.

7. CONCLUSION

Three consultants' proposals for the provision of consulting engineering services were evaluated in accordance with Regional policy, by-laws and practices. The proposal submitted by R. V. Anderson Associates Limited achieved the highest Total Score and represents the best overall value to York Region.

It is recommended the consulting assignment for the detailed design of Keele Street from Steeles Avenue to Highway 7 be awarded to R. V. Anderson Associates Limited as the successful proponent under Request for Proposal P-11-42.

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.)

KEELE STREET STEELES AVENUE TO HIGHWAY 7 CITY OF VAUGHAN

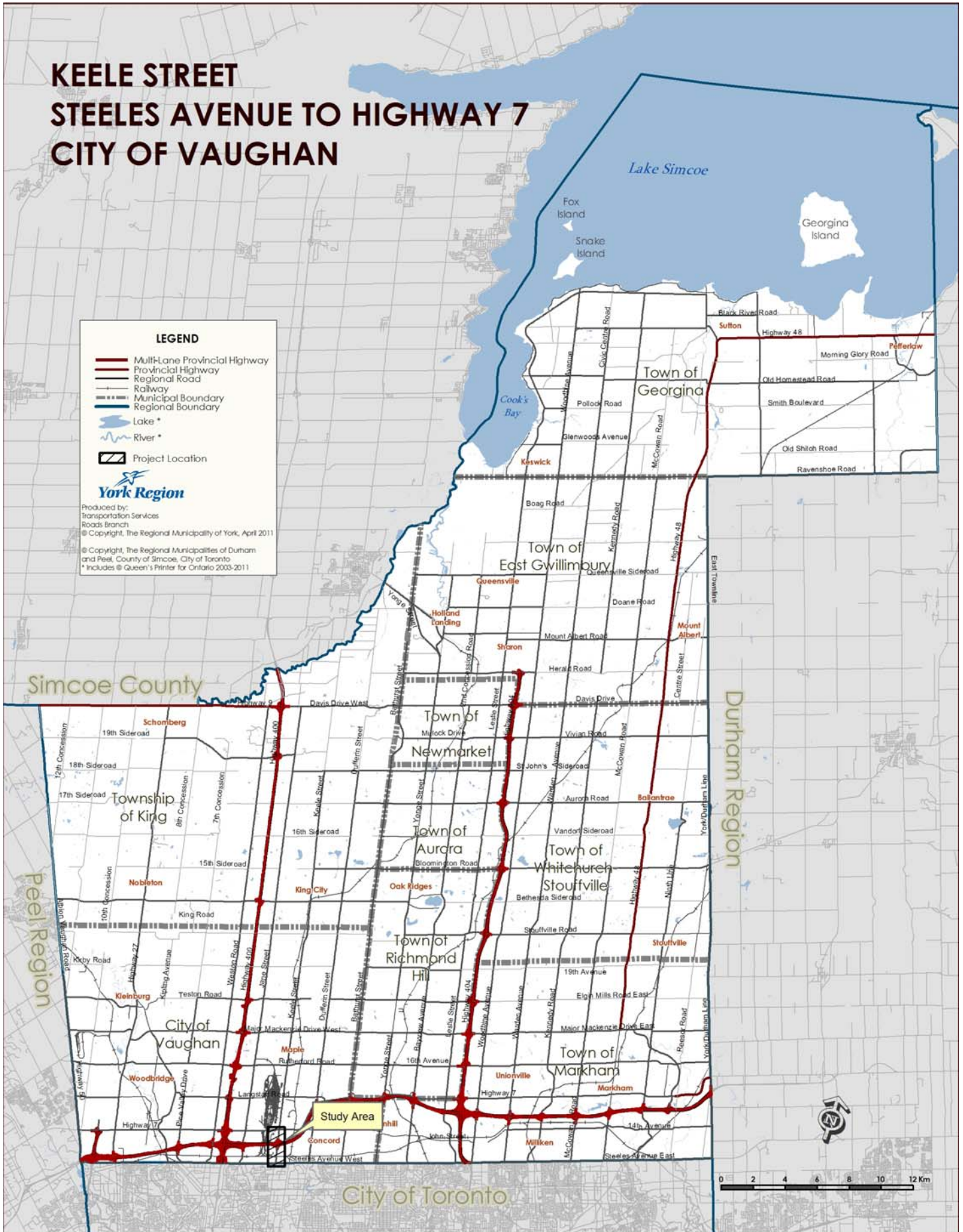
LEGEND

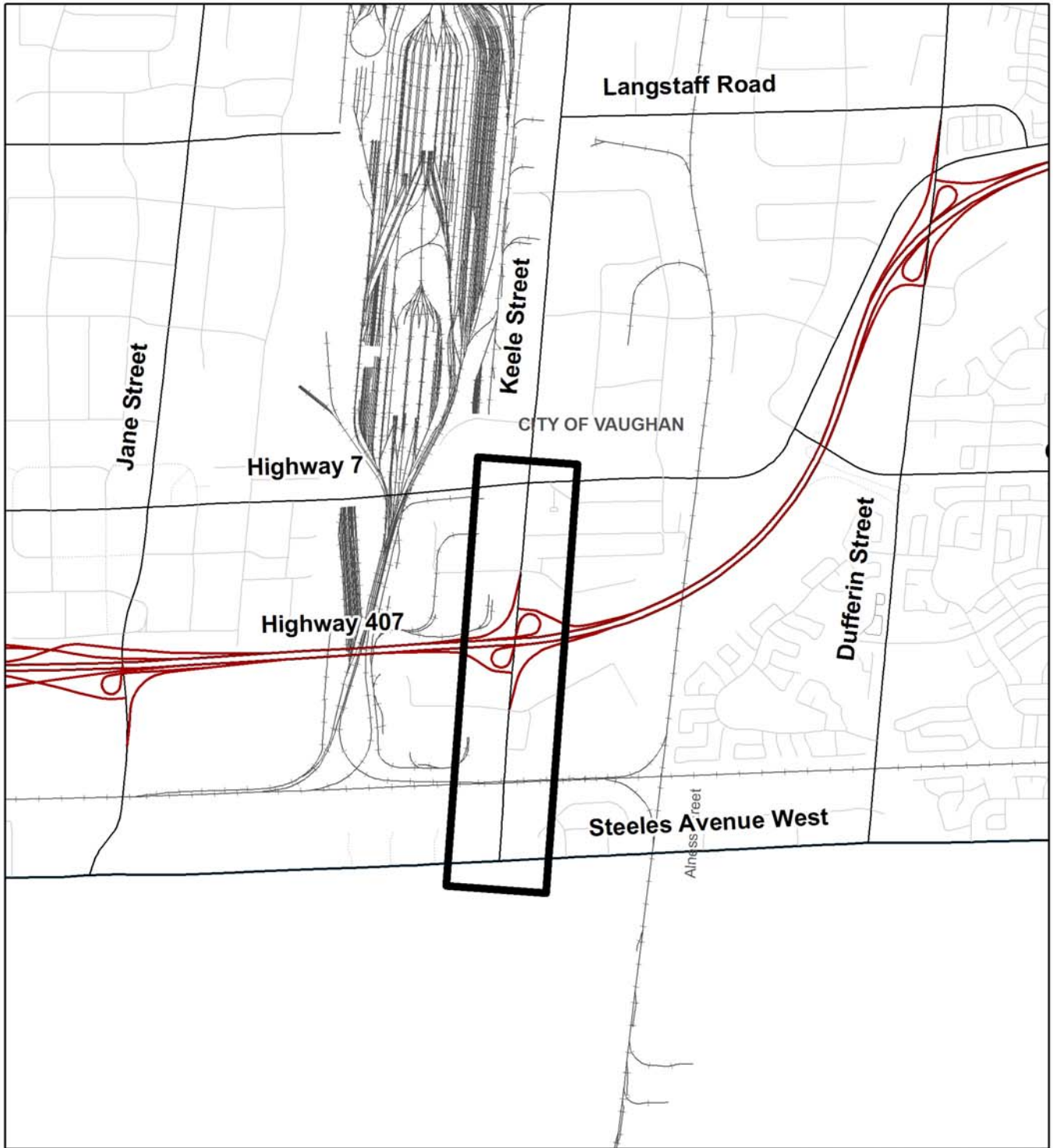
- Multi-Lane Provincial Highway
- Provincial Highway
- Regional Road
- Railway
- Municipal Boundary
- Regional Boundary
- ~ Lake *
- ~ River *
- Project Location

York Region

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LOCATION PLAN

PROJECT 9677

KEELE ST (Y.R.6) from STEELES AVE TO HWY 7 (Y.R.7)

City Of Vaughan

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