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CONSULTANT SELECTION FOR ENGINEERING SERVICES DETAILED DESIGN OF BATHURST STREET TOWNSHIP OF KING AND TOWN OF EAST GWILLIMBURY (REQUEST FOR PROPOSAL P-10-74)

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated June 11, 2010, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize staff to retain the consulting firm SNC Lavalin Inc., to undertake the detailed design for road improvements on Bathurst Street (Y.R. 38) from Green Lane West (Y.R. 19) to Yonge Street (Y.R. 1), in the Township of King and Town of East Gwillimbury, at a cost not to exceed \$1,011,938 excluding all taxes.
2. The Commissioner of Transportation Services be authorized to execute the contract, 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 Bathurst Street from Green Lane West to Yonge Street, in the Township of King and Town of East Gwillimbury. A location plan is appended to this report (*see Attachment 1*).

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's Transportation Master Plan (TMP) Update identified and the Class Environmental Assessment (Class EA) study confirmed the future road network needs in the area of the Bathurst Street corridor from Green Lane West to Yonge Street. The approved 2010 10-Year Roads Construction Program has scheduled the implementation of reconstruction and reconnection of Bathurst Street in 2012.

At the December 2009 Regional Council meeting, staff was directed to proceed with the filing of the Environmental Study Report and continue to work with affected owners

At the December 2, 2009 Transportation Services Committee meeting, staff presented a status update of the Class EA study for this project. Staff was directed to proceed and continue to work with the affected owners. The report was circulated to the Clerks of the Township of King, Towns of East Gwillimbury, Georgina, Newmarket, Bradford West Gwillimbury and Simcoe County to advise that the Region will be filing the Environmental Study Report (ESR) in early 2010.

A public information centre was held on February 23 to update local residents of project status

At the request of the Township of King, staff presented an update on the study to the Township of King Council (King Council) on January 18, 2010. King Council requested the Region to hold another public information centre (PIC#3) to provide an update to the local residents and directed King staff to report back to King Council.

A well attended Public Information Centre #3 was held on February 23, 2010. The details of the recommended improvements were shown in the roll plans and display boards. Similar comments from the previous public consultations were received from the public, interest groups and other stakeholders regarding the need for reconnecting Bathurst Street and the environmental impact of the project. The proposed environmental mitigations were well received.

King staff reported back to King Council and recommended support for the project

On April 26, 2010, King staff submitted a report to King Council recommending the Township of King endorse the project. Staff concluded that the environmental assessment was conducted satisfactorily and was satisfied that the concerns and issues were mitigated as much as possible, given the scope of the project. King Council endorsed the project with an amendment that the Region will continue to work with the residents and the Township of King to reduce environmental impacts and mitigate any damages.

Consultant selection for detailed design is conducted in parallel with the Environmental Assessment Clearance

A Class EA Study for the improvements of Bathurst Street from Green Lane West to Yonge Street was completed and filed in June 2010 for a 30 day review period. If no Part II order is requested by the end of the review period, the Environmental Study Report will be considered cleared and the Region can proceed to implementation of the preferred alternative.

As time is of the essence and there is a need to move this project forward towards the planned construction in 2012, York Region staff plans to proceed with the implementation phase of the Class EA planning process with the detailed design of road improvements for Bathurst Street from Green Lane West to Yonge Street, in parallel with the environmental clearance.

Bathurst Street is an area with steep grades and curvilinear road resulting in substandard vertical and horizontal alignments

Bathurst Street between Green Lane West and Yonge Street is a two-lane rural section with substandard horizontal and vertical alignments. The section of Bathurst Street between Graham Sideroad and Morning Sideroad has been closed to traffic since 1995 due to very poor road alignment and a deteriorated and unsafe bridge over a tributary of the Holland River.

Bathurst Street study area is within the Greenbelt Planning Area and designated as protected countryside. It is characterized by natural areas with mature trees and severe terrain – steep grades and curvy road. Some of the environmental features in the corridor include Mulock Nature Reserve and five tributaries to the Holland River system.

This consulting assignment is for undertaking detailed design for improvements to current Regional standards

The purpose of this consulting engineering assignment is to complete the detailed design for improvements on Bathurst Street from Green Lane West to Yonge Street in accordance with the recommendations of the Environmental Study Report. The proposed road improvements include:

- Reconstruction of the existing two-lane rural road based on current Regional standards, with the design speed reduced to 70km/hr to minimize grading and environmental impacts.
- Provision of environmental mitigation such as wildlife crossings, retaining walls, engineered fill and tree replacement program.
- Provision of bike lanes.

4. ANALYSIS AND OPTIONS

The first phase of the procurement process was to issue RFQ P-08-66

The first phase of the procurement process for consulting engineering services included the Supplies and Services Branch issuing Request for pre-Qualifications (RFQ) for Engineering Services No. P-08-66. The purpose for issuing this RFQ was to solicit interest from as broad a market for engineering services as possible. In response to RFQ

P-08-66, 14 engineering consulting firms expressed interest in this project and submitted their qualifications and proposed team members. These 14 submissions were evaluated and scored based on our standard criteria, which include:

- Project Manager 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 RFP P-10-74 to the four highest scoring firms

The second phase of the procurement process was for the Supplies and Services Branch to issue Request for Proposal (RFP) No. P-10-74 to the four firms who achieved the highest score under RFQ P-08-66. The four firms invited to submit a proposal in response to RFP P-10-74 were:

- SNC Lavalin
- Dillon Consulting Limited
- Giffels Associates Limited/IBI Group
- Morrison Hershfield Ltd.

Only the top four scoring firms were invited to submit a proposal because this results in significantly higher quality and completeness of the submissions. Further, through our ongoing consultation with the Consulting Engineers of Ontario and individual firms it has been communicated that the top performing firms are reluctant to participate when five or more firms have been invited because the overall quality of the technical proposals is reduced and selection is mainly price driven.

Proposals were received from three firms in response to the RFP. Giffels Associates Limited/IBI Group declined to submit due to time constraints and the firm's resources not being available to prepare the proposal submission.

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 5 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)
SNC-Lavalin Inc.	56.9	\$1,011,938	20.0	76.9
Dillon Consulting Ltd.	51.6	\$1,305,000	15.5	67.1
Morrison Hershfield Ltd.	48.6	\$1,173,230	17.3	65.9
Giffels Associates Limited/IBI Group		Did not submit.		

The proposal from SNC Lavalin Inc. achieved the highest Total Score in response to RFP P-10-74

The proposal from SNC Lavalin Inc. received the highest Technical Score and the highest Total Score. They also have submitted the lowest total upset limit fee for the assignment. Their proposal represents the best overall value to the Region.

The SNC Lavalin Inc proposal received the highest technical score because of their superiority of their key technical staff, the detailed outline of their quality control of the services and value and innovation they presented in the proposal.

5. FINANCIAL IMPLICATIONS

The upset limit fee for the detailed design is \$1,011,938 excluding taxes. The 2010 10-Year Roads Construction Program has sufficient funds to cover 2010 anticipated expenditures for this project in 2010 and 2011.

The upset limit fee of \$1,011,938 for the detailed design represents 3.9% of the total capital cost estimated in the 2010 10-Year Roads Construction Program to complete this project. The total capital cost was estimated to be \$26M.

The upset limit fees include provisional items, such as, review of contractor's submissions, additional public information centre, etc. The consultant will only be paid for these items if required and specifically directed by York Region to complete them.

6. LOCAL MUNICIPAL IMPACT

Road improvements to Bathurst Street, from Green Lane West to Yonge Street will address transportation servicing deficiencies in the northern part of York Region, and specifically in the Township of King and Town of East Gwillimbury.

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

7. CONCLUSION

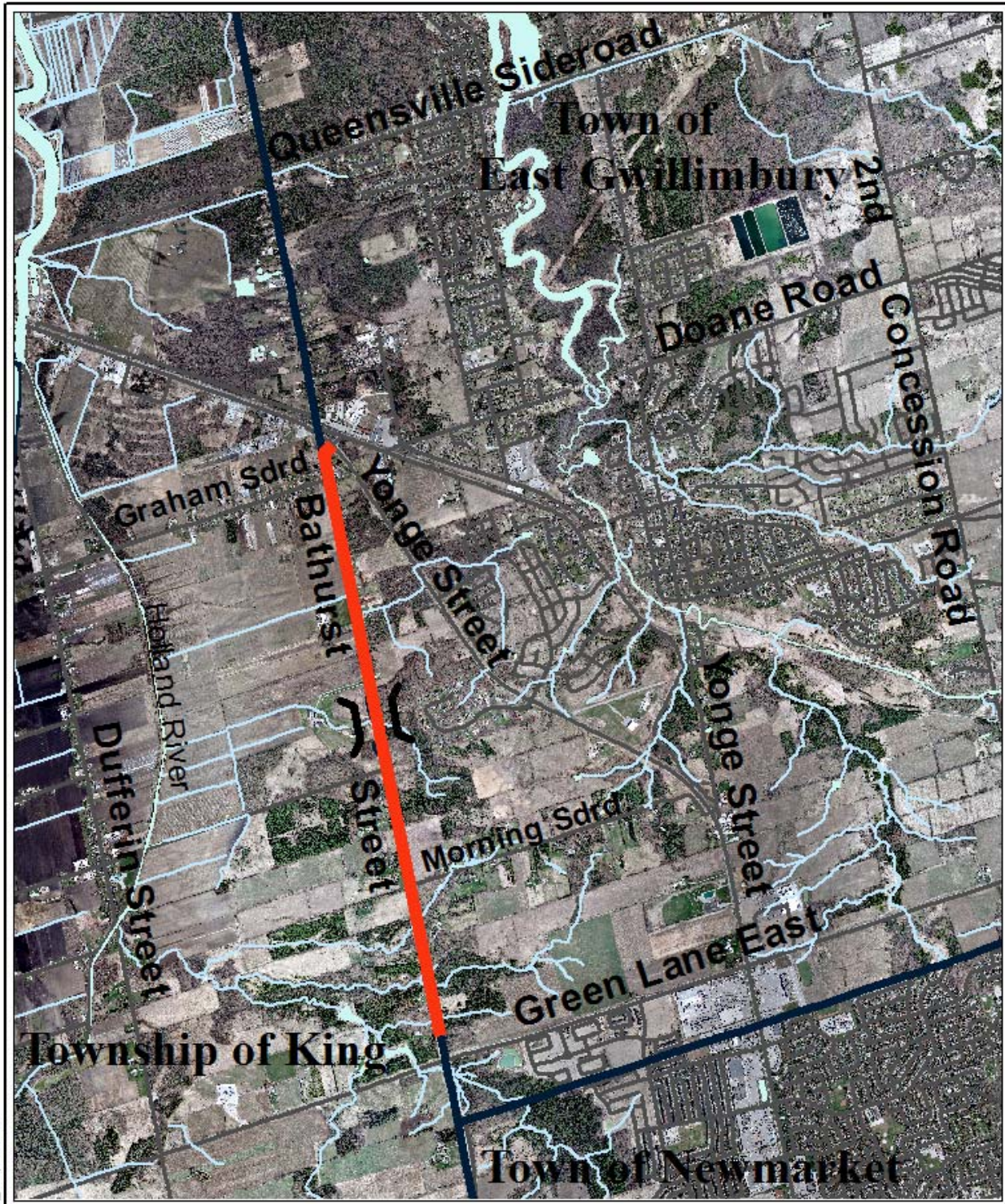
Three consultants' proposals for provision of professional engineering services were evaluated in accordance with Regional policy, by-laws and practices. The proposal submitted by SNC Lavalin Inc. achieved the highest technical score and also had the lowest total upset limit fee. The SNC Lavalin Inc. proposal represents the best overall value to York Region.

It is recommended that a consulting assignment for the detailed design of Bathurst Street, from Green Lane West to Yonge Street be awarded to SNC Lavalin Inc. as the successful proponent under Request for Proposal P-10-74.

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

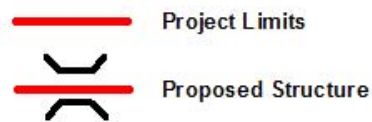
The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached to this report.)



LOCATION PLAN

Bathurst Street Y.R.38 Project No. 9602
Green Lane West northerly to Yonge Street
Township of King and Town of East Gwillimbury



Transportation Services
Roads Branch - Capital Delivery

