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CONSULTANT SELECTION FOR ENGINEERING SERVICES CLASS ENVIRONMENTAL ASSESSMENTS INTERSECTION IMPROVEMENTS CITY OF VAUGHAN (REQUEST FOR PROPOSAL P-09-16)

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report dated June 3, 2009, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize retaining the consulting firm iTRANS Consulting Inc., to undertake Class Environmental Assessments for improvements on King Vaughan Road in the City of Vaughan at the following Regional intersections:
 - a.) Jane Street (Y.R. 55)
 - b.) Keele Street (Y.R. 6)
 - c.) Dufferin Street (Y.R. 53)at a cost not to exceed \$498,100 excluding GST.
2. The Region enter into a contract with iTRANS Consulting Inc., setting out the terms of the retainer, as set out in this report.
3. The General Manager of Roads 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 is to recommend the award of one consulting assignment for completing three Class Environmental Assessments (Class EAs) for intersection improvements on King Vaughan Road at the Regional intersections of: Jane Street, Keele Street and Dufferin Street. A location plan is appended to this report (*see Attachment 1*).

In compliance with York Region's Purchasing By-law, Council approval is required for an award when a Request for Proposal has been issued and the successful proponent:

- Was not the lowest competitive bid
- Submitted a fee plus taxes over \$500,000

3. BACKGROUND

The approved 2009 10-year Roads Construction Program has identified intersection improvements at Keele Street and King Vaughan Road in 2016, at Dufferin Street and King Vaughan Road in 2017; and at Jane Street and King Vaughan Road in 2018.

The need for improvements at these intersections is the result of an increase in traffic volumes caused by enhanced pavement conditions following the resurfacing of King Vaughan Road during a watermain replacement project. This increase in traffic volumes is causing operational problems and delay for turning vehicles.

These intersection improvements fall under the description of localized operational improvements within the Municipal Class EA process, thus requiring the completion of a Schedule 'B' Class EA.

Project Description

King Vaughan Road is an east-west road under the jurisdiction of the City of Vaughan. The intersections of King Vaughan Road with Jane Street, Keele Street and Dufferin Street all have rural cross-sections, are currently controlled by stop signs and have limited illumination.

Intersection of Jane Street and King Vaughan Road

This intersection has no dedicated turning lanes. Both, Jane Street and King Vaughan Road are two lane roads. The intersection is located close to a TRCA regulated area and has watercourse crossings (tributary of East Humber River) at Jane Street (north of the intersection) and at King Vaughan Road (east of the intersection).

Intersection of Keele Street and King Vaughan Road

This intersection has no dedicated turning lanes. Keele Street is four lanes and King Vaughan Road is two lanes. Other characteristics of this intersection are:

- Presence of railway line 200m west of the intersection.
- Transit route with bus stops at the intersection.
- Located within the Oak Ridges Moraine Conservation Area.
- Located in the vicinity of an Area of Natural and Scientific Interest (ANSI) and an Environmental Significant Area (ESI).
- Presence of wetland in the vicinity of the intersection.

Intersection of Dufferin Street and King Vaughan Road

Dufferin Street is two lanes and King Vaughan Road is two lanes with dedicated right turns. This intersection is located within the Oak Ridges Moraine Conservation Area.

Project Purpose

The purpose of this assignment is to conduct three Schedule 'B' Class EA Studies to determine specific improvements needed at King Vaughan Road and the intersections of Jane Street, Keele Street and Dufferin Street.

The improvements are intended to mitigate existing operational deficiencies for turning vehicle movements at these intersections. Possible improvements may include, but are not limited to:

- Re-alignment of the intersections
- Installation of traffic signals
- Partial illumination
- Addition of left and/or right turn lanes
- Roundabouts
- Relocation of existing driveways and/or improvement
- Extension or replacement of roadway culverts

Coordination with other Studies

This assignment will include coordination with other Regional transportation studies, such as:

- Transportation Master Plan update
- 10-Year Roads Construction Program
- Pedestrian and Cycling Master Plan

4. ANALYSIS AND OPTIONS

In accordance with the Regional Purchasing By-law; interested firms, selected from Request for Qualification No. P-08-66, Project ID No. 9, were invited to submit proposals for the assignment. A short-list of consultants, with expertise in road planning and design, natural environmental sciences and structural engineering, were invited to submit proposals. This report identifies the preferred consultant for the assignment and the 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:

- Qualifications and experience of the project team, including project manager, technical support staff and sub-consultants.
- Project deliverables that includes project plan, schedule and budget control, staff allocation and quality assurance.
- Project implementation that includes project understanding, approach and methodology, key project issues, and value and innovation of services.

Consistent with one standard practice, proposals were evaluated on the basis of 80% of the total marks allocated to the technical evaluation and 20% of the total marks allocated to the financial evaluation.

It should be noted the RFP process used for this project did not require a minimum Technical Score be achieved in order for the Financial Proposal to be considered.

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

Technical and Financial Evaluation Summary

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

Table 1
Evaluation Summary

Firm	Technical Score (out of 80)	Upset Fee (Including GST)	Financial Score (out of 20)	Total Score (out of 100)
iTRANS Consulting Inc.	47.0	\$523,005.00	13.90	60.90
Genivar Consultant LP	44.65	870,975.00	8.35	53.00
Wardrop Engineering Inc.	20.90	362,507.25	20.00	40.90

The technical proposals were evaluated based on the evaluation criteria summarized in the Request for Proposal P-09-16. The technical proposal from iTRANS Consulting Inc. and Genivar Consultant LP received higher technical scores because they demonstrated a better understanding of the key issues and details of the project, by identifying, for example, the constraints imposed by the railway crossing and possible impacts to the natural environment.

The technical proposal from Wardrop Engineering Inc. was scored lower because it failed to identify key project requirements such as geotechnical investigations, traffic analysis, base plan preparation and coordination with other studies, among others. In addition, Wardrop's proposal did not present a solid work plan, did not meet expectations with regards to allocation of staff time and lacked information about the experience of the team assigned to the project.

The highest total score, which comprised the combination of both technical and financial scores, was received by iTRANS Consulting Inc. Therefore, the iTRANS Consulting Inc. proposal, with the highest total score of 60.90 represents the best value for York Region on this assignment.

The Supplies and Services Branch has reviewed the evaluation summary and has issued an internal report confirming that iTRANS Consulting Inc. be recommended as the successful overall proponent to undertake Class EA studies for intersection improvements under Request for Proposal P-09-16.

5. FINANCIAL IMPLICATIONS

The upset limit fee for one consulting assignment for these three Class EAs is \$498,100 excluding GST (\$523,005 including G.S.T.). Funding for the project is included in York Region's approved 2009 10-Year Roads Construction Program.

6. LOCAL MUNICIPAL IMPACT

The proposed project is required to address the transportation needs and to accommodate growth in York Region; specifically in the City of Vaughan. The project will include enhancing traffic safety and operations for the travelling public within the Regional and local road network.

Throughout the course of the Class EA process, Regional staff will work closely and cooperatively with staff from the City of Vaughan and the Township of King to accommodate any municipal requirements to meet local priorities.

7. CONCLUSION

The approved 2009 10-year Roads Construction Program identified intersection improvements on King Vaughan Road at Jane Street, Keele Street and Dufferin Street. The three Class EAs must be undertaken to permit improvements as programmed in the approved 2009 10-Year Roads Construction Program. These improvements are intended to mitigate existing operational deficiencies at these intersections.

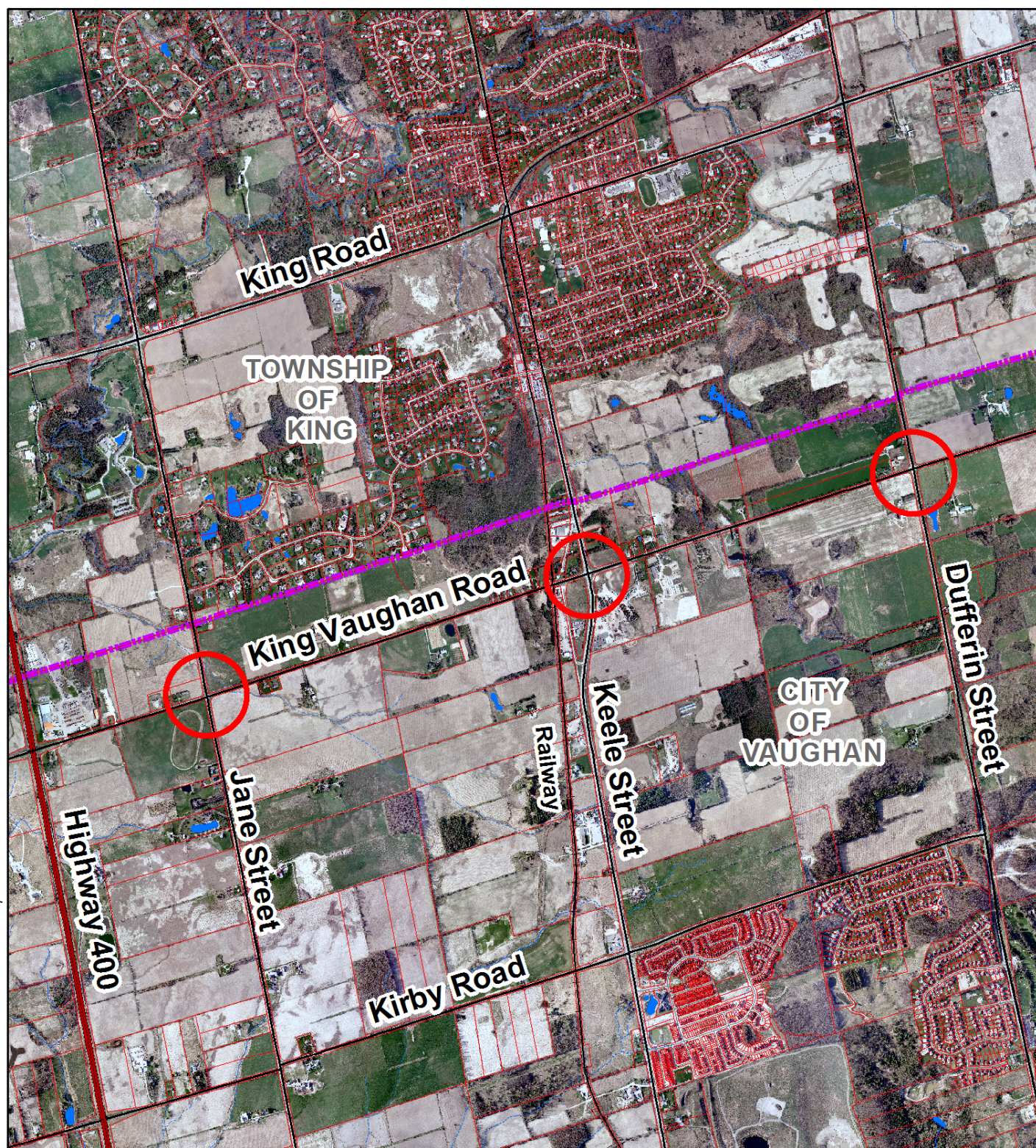
Three consultant proposals for provision of professional engineering services were evaluated in accordance with the Regional Purchasing By-law. The proposal from iTRANS Consulting Inc. represents the best overall value to York Region. It is recommended that a consulting assignment for the Class EAs on King Vaughan Road for intersection improvements at Jane Street, Keele Street and Dufferin Street to be awarded to iTRANS Consulting Inc. as the successful proponent under Request for Proposal P-09-16.

For more information on this report, contact Paul Jankowski, extension 5901, General Manager, Roads Branch; Transportation Services Department.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the June 17, 2009 meeting.)

FILENAME: H:\CDLIBR\Location Maps\YR53\8691-8692-8693 Location Plan ortho.mxd



LOCATION PLAN

Project Nos. 86910, 86920, 86930

Dufferin Street (Y.R. 53) at King Vaughan Road

Keele Street (Y.R. 6) at King Vaughan Road

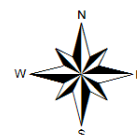
Jane Street (Y.R. 55) at King Vaughan Road

City of Vaughan

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