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CONSULTANT SELECTION FOR ENGINEERING SERVICES FOR 16TH AVENUE AND LANGSTAFF ROAD TOWNS OF RICHMOND HILL, MARKHAM AND CITY OF VAUGHAN PROJECT NUMBERS 99510, 99180, 83390, 82700 AND 98570

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 1, 2005, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The proposal of iTrans Consulting Inc., in the upset limit amount of \$ 999,460.83, be accepted for the Class Environmental Assessment and Preliminary Design for 16th Avenue (Y.R. 73) from Yonge Street (Y.R. 1) to McCowan Road (Y.R. 67), in the Towns of Richmond Hill and Markham, project numbers 99510, 99180, 83390, 82700.
2. The proposal of Earth Tech Canada Inc., in the upset limit amount of \$229,200.00, be accepted for the Detailed Design of Langstaff Road (Y.R. 72) from Highway 50 (Y.R. 24) to Highway 27 (Y.R. 27), in the City of Vaughan, project number 98570.
3. Appropriate Regional officials be authorized to take all necessary steps to give effect the above recommendations.

2. PURPOSE

The purpose of this report is to award consulting assignments to various engineering firms to carry out a Class Environmental Assessment Study (Class EA) or Detailed Design for certain Regional road sections identified in the 10 Year Roads Construction Program.

Qualified consulting engineering firms are required to be engaged for the following projects to enable the timely improvement of the road sections under the capital program:

- 16th Avenue from Yonge Street to McCowan Road – Class EA and Preliminary Design (*see Attachment 1*).
- Langstaff Road from Highway 50 to Highway 27 – Detailed Design (*see Attachment 2*).

3. BACKGROUND

3.1 16th Avenue – Class EA

The Region's transportation and roadway management strategies have identified future road network needs in the area of the 16th Avenue corridor between Yonge Street and McCowan Road. Accordingly, the Region's approved 10 Year Roads Construction Program has scheduled the implementation of improvement works on 16th Avenue staged over different construction years from 2009 to 2015.

Prior to proceeding with any road reconstruction or improvement, a Class EA is necessary before such work can be carried out. The Ministry of the Environment (MOE) requires that Class EA's be carried out for entire projects, rather than for the smaller sections proposed for construction. For this reason, the section of 16th Avenue under the Class EA study is substantially longer than the section proposed for initial construction.

The need for roadway improvements relates to several factors:

- Increased growth is occurring in Richmond Hill and Markham.
- 16th Avenue provides interchange access to Highway 404.
- Projected increase in traffic warrants review of the existing roadway condition (i.e., pavement, illumination, and traffic operations).

Accordingly, the Region's 2005 budget, 10 Year Capital Plan and Transportation Master Plan identified the need for an environmental assessment to evaluate the alternatives for roadway improvements on this section of 16th Avenue.

The project consists of improvements to approximately 12.0 kilometres of 16th Avenue from Yonge Street to McCowan Road.

The scope of the assignment includes:

- Public consultation.
- Collection, organization, documentation and interpretation of all necessary information for completion of the EA study.
- Inventory of all natural, social and economic environmental considerations.
- Assessment and documentation of the needs and justification for infrastructure improvements on this section of 16th Avenue.
- Identification of alternative solutions.
- Evaluation of alternative solutions.
- Preparation and filing of the Environmental Study Report.
- Preliminary Design of the recommended design alternative.

3.2 Langstaff Road – Detailed Design

The 10 Year Road Construction Program has scheduled the implementation of improvement works on Langstaff Road between Highway 50 and Highway 27 for the year 2007.

A Class EA study has been completed in 2003 for the section of Langstaff Road as part of the overall York/Peel Boundary Area Transportation Study.

The Class EA and traffic forecasts warrant the provision of four lanes for the road section to provide sufficient capacity for expected traffic growth and land development in the area.

The detailed design project consists of improvements to approximately 2.7 kilometres of Langstaff Road from Highway 50 to Highway 27, where the scope of the engineering consulting assignment will include:

- Geotechnical investigation work.
- Detailed roadway design.
- Structural engineering and bridge design.
- Electrical and traffic signal design.
- Preparation of detailed construction cost estimates and quantities.
- Development of a construction schedule.
- Preparation of contract drawings, specifications and documents.
- Development of environmental control measures during construction.
- Traffic and construction staging plans.
- Securing all necessary permits and approvals.
- Arranging for the relocation of utilities prior to construction.

Regional Council, at its meeting on May 19, 2005, confirmed its support of Ministry of Transportation (MTO) initiatives for the extension of Highway 427 north of Highway 7. Detail design work for the widening of Langstaff Road between Highway 50 and Highway 27 will consider MTO planning and alignment studies for the extension of Highway 427 for any future interface with Langstaff Road and will identify potential impacts to ensure design compatibility between the planned Provincial facility and the Region's current road project.

4. ANALYSIS AND OPTIONS

In accordance with the Regional Purchasing Bylaw, interested firms, as selected from Expression of Interest No. P-04-61, were invited to submit proposals for these assignments in accordance with a Request for Proposal (RFP). For each of these projects, 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 consultants for each assignment and their respective 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:

- Project team experience.
- Project implementation (including project understanding, approach and methodology).
- Project management including quality assurance.

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

4.1 16th Avenue – Class EA

Three proposals were received for this project. The proponents and their evaluation summary and proposed upset limit fees were:

Table 1
Consultant Proposal Evaluation Summary

Firm	Technical Score (out of 80)	Upset Fee (Excluding GST)	Financial Score (Out of 20)	Total Score (Out of 100)
iTrans Consulting Inc. Totten Sims Hubicki	56.5	\$999,460.83	20.0	76.5
Associates (1997) Limited SNC – Lavalin Engineers & Constructors	55.5	\$1,094,000.	18.3	73.8
	56.8	*	*	*

*Denotes non-compliant proposal.

The financial proposal of SNC-Lavalin Engineers & Constructors contained qualifications on the price submitted. Section 3.10 of the RFP specified that “Proposals that are incomplete, conditional or obscure will be considered non-compliant. Submissions are to conform to the terms and conditions set out herein. Failure to do so will cause the submission to be rejected.” Furthermore, Section 3.11 stated that “Prices quoted shall be for a firm fixed price without escalator clauses or other qualifications for the duration of the contract.”

Therefore, as per the requirement of the Purchasing Bylaw, the Bid Review Committee met and unanimously agreed that the proposal received from SNC-Lavalin Engineers & Constructors was deemed non-compliant and rejected on the basis that the firm had failed to submit firm, fixed prices without qualifications.

iTrans Consulting Inc. proposal satisfactorily met all requirements and also had the lowest fee. Their management qualifications, project team and implementation process were strong and met the Region’s expectations.

4.2 Langstaff Road – Detailed Design (RFP P-05-07)

Four proposals were received for this project. The proponents and their evaluation summary and proposed upset limit fees were:

Table 2
Consultant Proposal Evaluation Summary

Firm	Technical Score (out of 80)	Upset Fee (Excluding GST)	Financial Score (Out of 20)	Total Score (Out of 100)
Earth Tech Canada Inc.	67.2	\$229,200	11.8	79.0
Morrison Hershfield Ltd.	68.8	\$304,550	8.9	77.7
LEA Consulting Ltd.	53.9	\$149,696	18.0	71.9
Chisholm, Fleming and Associates	43.9	\$134,919	20.0	63.9

The proposals from Earth Tech Canada Inc. and Morrison Hershfield Limited received comparable technical evaluations since both proposals either met or exceeded the requirements and expectations of the detailed design assignment. Their respective management qualifications were strong and their project team and implementation process also met expectations. The financial fee proposal from Earth Tech Canada Inc., however, placed the firm in a position that the company be recommended to be engaged for the engineering assignment.

The proposals of LEA Consulting Ltd. and Chisholm, Fleming and Associates, for the most part, either marginally meet or meet the basic evaluation criteria for the assignment.

The Supplies and Services Branch have reviewed the evaluation summary and have issued their internal report confirming that Earth Tech Canada Inc. be recommended as the successful overall proponent for the Langstaff Road detail design assignment under Request for Proposal P-05-07.

5. FINANCIAL IMPLICATIONS

The financial implications of approving the recommendations are shown in the following table. All sums exclude GST.

Table 3
Consultant Proposal Evaluation Summary

Project	Upset Limit Fee
16 th Avenue	\$999,460.83
Langstaff Road (P-05-07)	\$229,200.00

Funding for these projects is included in the Region's 2005 Roads Capital Budget and Ten Year Program.

The upset limit fees provide for provisional items of consulting activity (i.e. stage two archaeological assessments or additional public consultation, permits and approvals, if required). The consultant will only be paid for these items if specifically directed by the Region to complete them.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

The 16th Avenue road improvement project will be constructed in the Towns of Richmond Hill and Markham. It is required to address the transportation needs and accommodate growth in the Towns of Richmond Hill and Markham. In that, this project will provide greater capacity for traffic accessing Highway 404.

Through the detailed design process, meetings are held with the local municipality to review detail road design elements and to determine if any local services (sidewalks, illumination and sewers) are desired to be constructed by the Region on behalf of the municipality on a cost recoverable basis, within the Region's contract. Through these discussions, local municipal participation and impacts are further assessed.

7. CONCLUSION

The Class EA and Detailed Design assignments must be commenced to permit improvements scheduled under the approved capital program in a timely manner.

Consultants' proposals for each project were evaluated in accordance with Regional policy and it is recommended that the assignments be awarded as outlined, since the proposal represents the best overall value to York Region.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause were included in the agenda for the June 15, 2005 Committee meeting.)