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CONSULTANT SELECTION FOR ENGINEERING SERVICES HIGHWAY 7, TOWN OF MAKRRHAM (REQUEST FOR PROPOSAL No. P-06-48)

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 12, 2006, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The proposal of URS Canada Inc., in the upset limit amount of \$832,422.50, excluding GST, be accepted for the detailed design of Highway 7 (Y.R. 7) from Montgomery Court to Sciberras Road, in the Town of Markham.
2. The Regional Chair and Regional Clerk be authorized to sign the necessary agreement, subject to review by Legal Services.

2. PURPOSE

This purpose of this report is to engage a qualified consultant as soon as possible to ensure timely completion of the detailed design for the Highway 7 road project between Montgomery Court and Sciberras Road (*see Attachment 1*), in the Town of Markham.

In compliance with the Region's purchasing by-law, a report to Council is required prior to authorizing an award under the following circumstances:

- The contract price is in excess of \$500,000 and a request for proposals has been issued under the Purchasing By-law and/or,
- A Request for Proposals has been issued and the award is not proposed to be made to the bidder with the lowest cost responsive bid.

3. BACKGROUND

Brief details of the project are provided below. The design and construction of the project were included in the 2006 10-Year Road Construction Program.

3.1 Highway 7, Montgomery Court to Sciberras Road

York Region's Official Plan calls for the creation of compact, well designed communities. A key part of this strategy is the creation of a system of Regional centres linked by rapid transit in Regional corridors. The Regional centres are linked by Regional corridors of Yonge Street and Highway 7. The Markham Town Centre, located in the

area of the Highway 7 and Warden Avenue, is one of four Regional centres that have been designated.

The current 10-Year Road Construction Program has scheduled the implementation of improvement works on Highway 7 between Montgomery Court and Sciberras Road for the year 2007.

An Individual Environmental Assessment (IEA) study for Highway 7 Transit Improvements has been completed in April 2005, where the section of Highway 7 from the City of Vaughan to Warden Avenue has been identified as a potential link for a future transitway. In addition, the IEA traffic forecasts for the section of Highway 7 between Montgomery Court and Sciberras Road warrants the provision of six lanes for the road section to provide sufficient traffic capacity for current and expected traffic demands.

Provincial approval of the IEA Highway 7 Transit Study is expected by this summer 2006, and once approved, will result in the environmental clearance for the roadway improvements between Montgomery Court and Sciberras Road.

3.1.1 Detailed Design

The detailed design project consists of improvements to Highway 7 from Montgomery Court to Sciberras Road, where the scope of the engineering consulting assignment will include:

- Provisions for future rapid transit.
- Geotechnical investigation work.
- Detailed roadway design.
- Structural engineering and bridge design.
- Electrical and traffic signal design.
- Streetscaping.
- Integration with urban design of surrounding community.
- Co-ordinating any Town design elements for construction (i.e. sidewalks, streetscaping).
- 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.

A key element of the Highway 7 detailed design assignment will be close coordination with the York Region Rapid Transit Corporation to ensure that provisions for future rapid transit along Highway 7 are properly incorporated in the final road design to minimize

throwaway and to provide future ease in implementing rapid transit through the section of Highway 7 between Montgomery Court and Warden Avenue.

3.1.2 Town of Markham Design Input

Subject to the review of certain detail design issues with the Town during the engineering phase of the project, the following aspects will be pursued with Town staff through the detail road design phase between:

- Town Centre Development.
- Enhancements to the Rouge River Bridge and Gateway to Regional Centre.
- Pedestrian and Bike Pathway Systems.
- Raised Landscaped Centre Medians.
- Enhanced Landscaped Features.
- Storm Water Management.
- Coordination of Town Sanitary Sewer Construction.
- Provision for Future Street Connections.

Throughout the engineering phase, Regional staff will work closely with staff from the Town of Markham to review detail design elements. Through these continued discussions, the local municipal objectives will be further assessed.

4. ANALYSIS AND OPTIONS

In accordance with the Regional purchasing by-law, interested firms, as selected from Expression of Interest Nos. P-05-69, were invited to submit proposals for the assignment. A short-list of four 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 Highway 7 detailed design 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 management including quality assurance.
- Project implementation including project understanding, approach and methodology.

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 Evaluation Summary

For the project, the proponents, their technical scores and proposed upset limit fees are tabulated below:

Table 1
Consultant Proposal Evaluation Summary – Highway 7

Firm	Technical Score (out of 80)	Upset Fee (Excluding GST)	Financial Score (out of 20)	Total Score (out of 100)
URS Canada Inc. .	66.3	\$832,422.50	18.4	84.7
Morrison Hershfield Ltd.	60.0	764,150.00	19.9	76.9
Giffels Associates Ltd.	49.4	763,668.00	20.0	69.4

A proposal from the fourth qualified bidder was rejected as informal by the Bid Review Committee on the basis that the financial form required all consultants to submit pricing on six provisional items and only five were priced by the firm. Section 3.8 of the Region's Tendering/Proposal Procedures indicates that in instances where all items are not bid, the bid/proposal will be deemed to be informal and will be rejected.

The proposals from URS Canada Inc. received the best technical evaluation because it expressed a thorough and in depth understanding and appreciation of the specific issues related to the Highway 7 project and future development of rapid transit and Regional Centre within the corridor. Specifically, their proposal provided innovation in addressing issues surrounding the Highway 7 project with added value to the detailed design assignment through their management team qualifications. Overall, the proposal fully meets the Region's needs towards the implementation of the project.

The proposals from Morrison Hershfield Ltd. and Giffels Associates Ltd. were scored lower in relation to the URS Canada Inc. proposal for technical content.

Given the URS Canada Inc. technical score and the relative comparable fees proposed by all three evaluated firms, the final overall total score for URS Canada Inc. placed the firm in a position that the company be recommended to be engaged for the engineering assignment. The URS Canada Inc. proposal therefore, with highest ranking in the overall evaluation, represents the best value to the Region.

The Supplies and Services Branch have reviewed the evaluation summary and have issued their internal report confirming that URS Canada Inc. be recommended as the successful overall proponent for the Highway 7 detail design assignment under Request for Proposal P-06-48.

5. FINANCIAL IMPLICATIONS

Funding for the project is included in the Region's 2006 10-Year Roads Construction Program. Sufficient funds are included in the 2006 Budget and Business Plan for the

upset limit fees proposed by the consultant in the amount of \$832,422.50, excluding GST.

6. LOCAL MUNICIPAL IMPACT

The project is required to address the area transportation needs and to accommodate growth in the Region and the Town of Markham. The project will improve traffic safety and operations for the travelling public within the local road network.

7. CONCLUSION

Through the environmental study and traffic planning studies, Highway 7 between Montgomery Court and Sciberras Road has been identified as a section of arterial roadway requiring improvement in order to provide sufficient traffic capacity for current and future traffic demands.

The Region's 2006 10-Year Roads Construction Program currently has scheduled the section of Highway 7 for roadway improvements in 2007. Accordingly, detailed design assignments must be commenced in a timely manner to permit the improvements to proceed to construction as scheduled under the Capital Program.

Following the short listing of interested firms from the Expression of Interest invitation, four engineering consulting companies received a Request for Proposal for the Highway 7 detailed design assignment.

Consultants' proposals were evaluated in accordance with the Regional purchasing by-law and it is recommended that the assignment be awarded as outlined, since the proposal from URS Canada Inc. represents the best overall value to York Region.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the June 14, 2006 Committee meeting.)