

3

CONSULTANT SELECTION FOR ENGINEERING SERVICES DETAILED DESIGN OF LESLIE STREET FROM WELLINGTON STREET TO MULOCK DRIVE TOWN OF AURORA AND TOWN OF NEWMARKET (REQUEST FOR PROPOSAL P-11-85)

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated August 23, 2011, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize staff to retain the consulting firm of HDR Corporation, to undertake the detailed design for road improvements on Leslie Street (Y.R. 12) from Wellington Street (Y.R. 15) to Mulock Drive (Y.R. 74), in the Towns of Aurora and Newmarket, at a cost not to exceed \$995,624.00 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 Leslie Street from Wellington Street to Mulock Drive, in the Town of Aurora and Town of Newmarket.

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 Leslie Street to accommodate approved developments and traffic growth in the area

York Region initiated the Class Environmental Assessment (EA) Study of Leslie Street between Wellington Street and Mulock Drive in 2008. A context plan and location plan including the preferred solution is appended to this report (*see Attachments 1 and 2*).

The study investigated the required improvements along Leslie Street to support existing and future anticipated traffic volumes in the corridor.

The traffic analysis undertaken confirmed the need to widen Leslie Street from Wellington Street to Mulock Drive, to accommodate the traffic increase related to approved developments in the adjacent areas and general traffic growth in the corridor.

The widening of Leslie Street to four Lanes including on-street bicycle lanes will improve operations for all corridor users

The recommendations of the EA study include the widening of Leslie Street to a four-lane, urban cross section from Wellington Street to Mulock Drive, as well as providing on-street bike lanes on both sides of Leslie Street.

The urbanization of Leslie Street will provide the platform for the future construction of municipal sidewalks and pedestrian facilities

In addition, a boulevard platform will also be provided to accommodate sidewalks and multi-use trail within the Town of Aurora and Town of Newmarket limits.

Other improvements include the replacement and extension of watercourse culverts, installation of storm sewer system, and streetscaping treatments based on current York Region standards

Other improvements along Leslie Street include the replacement of two watercourse culverts, an extension of five watercourse culverts, installation of storm sewer system from Wellington Street to Mulock Drive, and streetscape treatments based on current York Region standards.

The improvements will require property acquisition

Based on the recommended improvements, property will need to be acquired along Leslie Street from 18 landowners, including seven residential, four commercial properties, and seven properties purchased by developers that will be developed into residential homes within the 2C Land area.

In addition, a temporary construction easement will also be required along Leslie Street during construction.

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

During the Class Environmental Assessment, public consultation meetings were held to consult with local residents, businesses, developers, 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, measures to mitigate environmental impacts, and the commitments that will be included in the implementation and maintenance phases of the project.

York Region is currently constructing a watermain along Leslie Street from Wellington Street to north of Mulock Drive

York Region's Environmental Services Department is installing a watermain along Leslie Street from Wellington Street to north of Mulock Drive in two phases. The first phase from Wellington Street to south of Mulock Drive is under construction and should be completed by fall 2011. The second phase from south of Mulock Drive to north of Mulock Drive is being coordinated and will be installed concurrently with the road improvements. This watermain will service the developing lands in the north-east area of the Town of Aurora and the south-east area of the Town of Newmarket.

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 Leslie Street between Wellington Street and Mulock Drive is programmed for construction in 2015. In order to expedite the design work to ensure property purchase and utility relocations can be completed in a timely manner, 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-11-48. The request was issued to solicit interest from as broad a market for engineering services as possible. In response to RFPQ P-11-48, 11 engineering consulting firms expressed interest in this project and submitted their

qualifications and proposed team members. These 11 submissions were evaluated and scored based on our standard criteria, which include:

- Project Manager's experience
- Team completeness and experience
- Team availability
- References
- Project management and 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-11-85 to the four firms who achieved the highest score under the RFPQ process. The four firms invited to submit a proposal in response to RFP P-11-85 were:

- HDR Corporation
- IBI Group
- Robinson Consultants Inc.
- SNC Lavalin Inc.

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 four 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 and financial scores were combined to achieve a total score

The technical score, weighted at 80%, and the financial score, weighted at 20%, were combined for 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
HDR Corporation	52.75	\$995,624.00	20.00	72.75	\$18,874.39
SNC Lavalin Inc.	57.57	\$1,410,120.00	14.13	71.70	\$24,494.01
IBI Group	55.33	\$1,406,300.00	14.16	69.49	\$25,416.59
Robinson Consultants Inc.	52.87	\$1,967,670.00	10.12	62.99	-

The proposal from HDR Corporation achieved the highest Total Score and lowest Cost per Technical Point in response to RFP P-11-85

Based on the evaluation of the technical and financial proposal, HDR Corporation achieved the highest total score in response to RFP P-11-85. However, since the Total Scores of HDR Corporation, SNC Lavalin Inc., and IBI Group are within five points of each other, the “dollar cost per technical point” was computed. The proposal from HDR Corporation also received the lowest dollar cost per technical point. Accordingly, their proposal represents the best overall value to the Region.

5. FINANCIAL IMPLICATIONS

The Total Upset Limit fee of \$995,624.00 has been approved as part of the 2011 10-Year Roads Construction Program

The upset limit fee for the detailed design is \$995,624.00 excluding HST. The 2011 10-Year Roads Construction Program has sufficient funds to cover anticipated expenditures for this project in 2015 and 2016. This work will be funded at 90% from Development Charges and 10% from Tax Levy.

The upset limit fee of \$995,624.00 for the detailed design represents 0.7% of the total capital cost estimated in the 2011 10-Year Roads Construction Program to complete this project. The total capital cost was estimated to be \$20.5M, based on the approved 2011-Year Construction Program.

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 York Region to complete them.

6. LOCAL MUNICIPAL IMPACT

During the detailed design and contract preparation phase, residents, Town of Aurora and Town of Newmarket staffs and other stakeholders will be consulted to review property requirements, driveway treatments, landscaping treatments, and other issues

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

- Property requirements
- Town of Aurora requirements
- Town of Newmarket requirements
- Driveway modifications

Road improvements to Leslie Street from Wellington Street to Mulock Drive will address future transportation servicing needs in the Towns of Aurora and Newmarket.

Throughout the course of this assignment, Regional staff will work with staff from the Towns of Aurora and Newmarket to accommodate local municipal requirements.

7. CONCLUSION

Four consultants' proposals for the provision of professional engineering services were evaluated in accordance with Regional policy, by-laws and practices. The proposal submitted by HDR Corporation achieved the highest technical score and also had the highest Total Score. The HDR Corporation proposal represents the best overall value to York Region.

It is recommended the consulting assignment for the detailed design of Leslie Street from Wellington Street to Mulock Drive be awarded to HDR Corporation as the successful proponent under Request for Proposal P-11-85.

For more information on this report, please contact Stephen Collins, Manager Engineering at extension 5949.

The Senior Management Group has reviewed this report.

(The two attachments referred to in this clause are attached to this report.)

LESLIE STREET WELLINGTON STREET TO MULOCK DRIVE TOWN OF NEWMARKET / TOWN OF AURORA

LEGEND

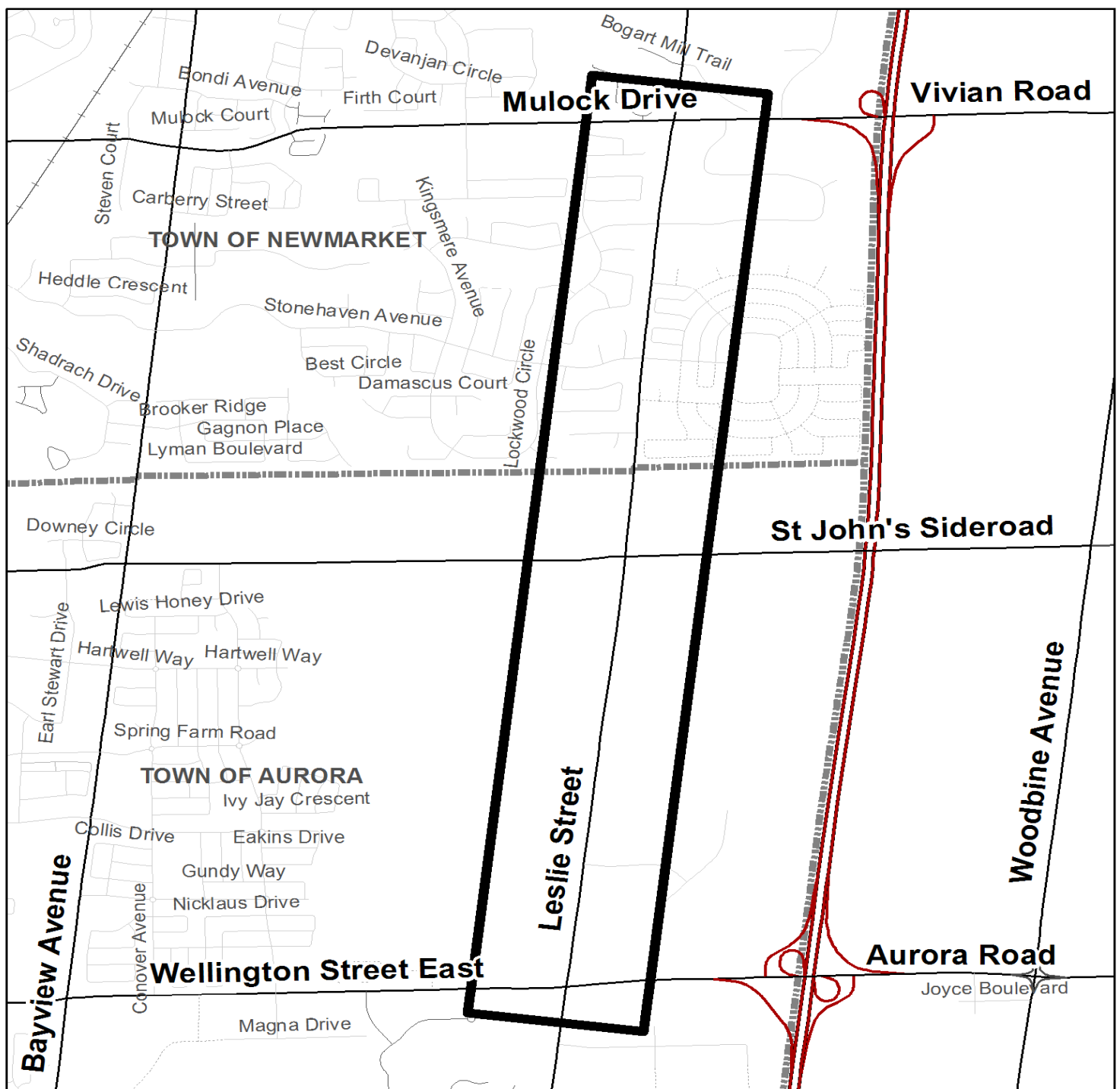
- Multi-Lane Provincial Highway
- Provincial Highway
- Regional Road
- Railway
- Municipal Boundary
- Regional Boundary
- ~ Lake *
- ~ River *
- Project Location

York Region

Produced by:
Transportation Services
Roads Branch
© Copyright, The Regional Municipality of York, July 2011

© Copyright, The Regional Municipality of Durham
and Peel County of Simcoe, City of Toronto
* Includes © Queen's Printer for Ontario 2003-2011



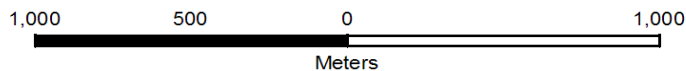


LOCATION PLAN

PROJECT 8418

LESLIE STREET (Y.R.12) FROM WELLINGTON STREET (Y.R.15) TO MULOCK DRIVE (Y.R.74)

Town of Newmarket / Town of Aurora



ROADS BRANCH - CAPITAL DELIVERY

Produced By: Roads Branch - Capital Delivery
© Copyright, The Regional Municipality of York, JULY, 2011
© J.D. Barnes Limited, 2007 Orthophotography

