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CONSULTANT SELECTION FOR ENGINEERING SERVICE WARDEN AVENUE IMPROVEMENTS TOWN OF MARKHAM, PROJECT 98670

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, September 16, 2005, from the Commissioner of Transportation and Works:

1. RECOMMENDATION

It is recommended that:

1. The proposal of McCormick Rankin Corporation, in the upset limit amount of \$485,025, including GST, be accepted for the detailed design of Warden Avenue (Y.R. 65) from 16th Avenue (Y.R. 73) to Major Mackenzie Drive (Y.R. 25), in the Town of Markham.

2. PURPOSE

The purpose of this report is to award a consulting assignment to an engineering firm to carry out the Detailed Design for the improvement of the section of Warden Avenue between 16th Avenue and Major Mackenzie Drive (*see Attachment 1*), as identified in the 10 Year Roads Construction Program.

A qualified consulting engineering firm is required to be engaged for the project to enable the timely improvement of the road section under the capital program.

3. BACKGROUND

3.1 Warden Avenue – Detailed Design

The current 10 Year Road Construction Program has scheduled the implementation of improvement works on Warden Avenue between 16th Avenue and Major Mackenzie Drive for the year 2007.

A Class Environmental Assessment (Class EA) study has been completed in 2001 for the section of Warden Avenue, as part of an overall EA study for Warden Avenue between Steeles Avenue and Major Mackenzie Drive. Presently, the section of Warden Avenue between 14th Avenue and Apple Creek Boulevard, from the Class EA study, is either under construction or scheduled to be tendered for construction in 2005.

The Class EA and traffic forecasts for the section of Warden Avenue between 16th Avenue and Major Mackenzie Drive warrant the provision of four lanes for the road section to provide sufficient capacity for expected traffic growth.

The detailed design project consists of improvements to approximately 2.0 kilometres of Warden Avenue from 16th Avenue to Major Mackenzie Drive, 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.
- 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.

3.2 Town of Markham – Design Input

Town of Markham Council, at their meeting on June 26, 2001, endorsed the Region's Environmental Assessment Study for the improvement of Warden Avenue between Steeles Avenue and Major Mackenzie Drive, subject to the review of certain detail design issues with the Town during the engineering phase of the project between 16th Avenue and Major Mackenzie Drive.

The design issues for consideration and further review are as follows:

- Continuous Centre Left Turn Lane.
- Warden Hemlock Woods.
- Berczy Creek and Carlton Creek.
- Pedestrian Pathway System.
- Raised Landscaped Centre Medians.
- Gateway and Enhanced Landscaped Features.
- Sidewalks.
- Design Drawings and Specification Review.
- Construction Traffic Management Plan.
- Public Engagement.
- Town By-law Compliance.

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 Bylaw, interested firms, as selected from Expression of Interest No. P-04-61, were invited to submit proposals for the assignment in accordance with a Request for Proposal (RFP). For the project, 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 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 Warden Avenue – Detailed Design (RFP P-05-09)

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 (Including GST)	Financial Score (out of 20)	Total Score (out of 100)
McCormick Rankin Corporation	69.2	\$485,025	11.6	80.8
Earth Tech Canada Inc.	57.0	\$281,245	20.0	77.0
URS Canada Inc.	65.9	\$580,152	9.7	75.6

The proposals from McCormick Rankin Corporation and URS Canada Inc. 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 McCormick Rankin

Corporation, however, placed the firm in a position that the company be recommended to be engaged for the engineering assignment.

The proposals of Earth Tech Canada Inc., for the most part, either marginally meet or met the basic evaluation criteria for the assignment. Furthermore, their fee proposal, although appealing, could not be rationalized against the scope and requirements of the assignment through the environmentally sensitive area of Warden Avenue, north of 16th Avenue to Major Mackenzie Drive; the fee proposals of the other two firms, is acknowledged to be more indicative of the financial need, through other recent comparable assignments, to properly address the complex detail design assignment.

The Supplies and Services Branch have reviewed the evaluation summary and have issued their internal report confirming that McCormick Rankin Corporation be recommended as the successful overall proponent for the Warden Avenue detail design assignment under Request for Proposal P-05-09.

5. FINANCIAL IMPLICATIONS

Funding for the project is included in the Region's 2005 Roads Capital Budget and 10 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

The Warden Avenue road improvement project will be constructed in the Town of Markham. It is required to address the transportation needs and accommodate growth in the area. The project will improve traffic safety and operations for the travelling public within the local road network. It will also support continued growth within the Town of Markham.

7. CONCLUSION

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

Consultants' proposals were evaluated in accordance with Regional policy and it is recommended that the assignment be awarded as outlined, since the proposal 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 October 12, 2005 Committee meeting.)