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CONSULTANT SELECTION DOANE ROAD INTERCHANGE MUNICIPAL CLASS ENVIRONMENT ASSESSMENT

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, September 19, 2007, from the General Manager, Roads:

1. RECOMMENDATIONS

It is recommended that:

1. The General Manager of the Roads Branch be authorized to negotiate an agreement in principle with the consulting engineering firm of URS Canada Inc., for the Class Environmental Assessment and Preliminary Design for the Highway 404 Extension / Doane Road (Y.R. 45) Interchange and such other services as may be deemed appropriate, not to exceed \$ 578,890.38 pursuant to the sole source provisions of the Purchasing By-law.
2. The Regional Chair and the Regional Clerk be authorized to sign the necessary contract with URS Canada Inc., subject to the approval of the General Manager of the Roads Branch and review by Legal Services.

2. PURPOSE

This report recommends the retention of consulting engineers to complete the Class Environmental Assessment (Class EA) and Preliminary Design for the Highway 404 Extension / Doane Road Interchange.

3. BACKGROUND

The location of the proposed Highway 404 Extension / Doane Road interchange is depicted in *Attachment 1*. The Ministry of Transportation (MTO) carried out a provincial route planning and environmental assessment study for the extension of Highway 404 from Davis Drive to Highways 12/48 between 1992 and 1997. The *Highway 404 Extension - Davis Drive (York Regional Road 31) to Highway 12 - Route Planning Study and Environmental Assessment* (Cole, Sherman and Associates, presently URS Canada Inc.) received approval on August 28, 2002, subject to a number of conditions.

One of the Ministry of the Environment (MOE) Conditions of Approval required MTO to undertake subsequent design activities in accordance with the requirements of the Class EA for Provincial Transportation Facilities. In response, MTO retained URS Canada Inc.

to conduct a Provincial Class EA for the preliminary design of a 13.5 km section of Highway 404 from Green Lane to Woodbine Avenue/Ravenshoe Road. "*Transportation Environmental Study Report 3 – Highway 404 Extension from North of Mount Albert Road to Woodbine Avenue/Ravenshoe Road*"(*Transportation Environmental Study Report 3*) representing the preliminary design of Highway 404 from Green Lane to Woodbine Avenue/Ravenshoe Road, was placed on the public record for a public review period commencing June 28, 2007, and ending August 13, 2007.

Transportation Environmental Study Report 3 identified the preferred alternative for the Highway 404 Extension from Green Lane to Woodbine Avenue/Ravenshoe Road, including full interchanges at Green Lane, Queensville Sideroad, and an interim partial interchange at Woodbine Avenue/Ravenshoe Road.

In response to provincial growth policies, (*Places to Grow*), the Town of East Gwillimbury's population is expected to reach 75,000 - 90,000 persons by 2031. The majority of growth will occur in the communities of Queensville, Sharon and Holland Landing, from a combined existing population of 13,500 in 2007, to approximately 28,500 persons by 2016, and 55,500 persons by 2031. In support of this growth, the Queensville Community Plan, Schedule A, as well as Amendment No. 115 to the Official Plan for the Town of East Gwillimbury (OPA 115) identify a proposed interchange at the intersection of the Highway 404 Extension and Doane Road. OPA 115, which came into force on February 10, 2005, includes Item 52 as follows:

'The proposed interchange will be subject to all necessary studies including, but not limited to, a detailed traffic operational analysis of the Highway 404 Extension traffic operation between the interchanges at Doane Road, Queensville Sideroad and the Bradford Bypass. This will determine the traffic operations between interchanges, the required interchange types and will confirm whether the Doane Road interchange can be provided safely. The traffic operational studies shall be undertaken to the satisfaction of the Town, the Regional Municipality of York, and the Ministry of Transportation.'

Although the long-term plans for this area (OPA 115) include an interchange at Doane Road, the 1992 - 1997 Individual EA for the Highway 404 Extension did not include an interchange at Doane Road, nor did *Transportation Environmental Study Report 3*. MTO, relying on the conditions contained in OPA 115, has taken the position that the planning and engineering required to identify and obtain *EA Act* clearance for the related interchange infrastructure needs is purely a Regional Responsibility. However, documented in *Transportation Environmental Study Report 3* is MTO's commitment to working with York Region and the Town of East Gwillimbury to ensure that the construction of Doane Road crossing the Highway 404 Extension does not preclude York Region's long term plans for an interchange at this location.

3.1 Project Description

In response to forecasted growth in the area, the long-term plans of York Region and the Town of East Gwillimbury (as identified in OPA 89 and 115), include an interchange with the Highway 404 Extension at Doane Road.

To address this need, York Region's objectives for this project are, but not limited to, the following:

- To provide a Municipal Class EA approved preliminary design of the Highway 404 Extension / Doane Road Interchange to MTO by the spring of 2008. If the Region is able to obtain the environmental assessment (EA) approvals, the Doane Road structure associated with a future interchange can be built into the current Highway 404 Extension construction program without impacting the MTO's schedule for completing the Highway 404 extension to Woodbine Avenue/Ravenshoe Road by 2012.

3.2 Scope of Assignment

The scope of work for this assignment includes:

- A complete study of roadway improvements for the Highway 404 Extension / Doane Road Interchange in accordance with all requirements of the Municipal Class EA document for municipal projects, prepared by the Municipal Engineers Association dated June 2000. The study shall be classified as a Schedule 'C' and be completed through the end of Phase 4 as outlined in the Class EA document.
- A preliminary design of the Highway 404 Extension / Doane Road Interchange undertaken to the satisfaction of the Town of East Gwillimbury, The Regional Municipality of York, and the MTO.
- A detailed traffic operational analysis of the Highway 404 Extension traffic operation between the interchanges at Doane Road, Queensville Sideroad and the Bradford Bypass undertaken to the satisfaction of the Town of East Gwillimbury, The Regional Municipality of York, and the MTO.
- Complete the study to meet the requirements of *Canadian Environmental Assessment Act* (CEAA) as required and coordinate it with the Municipal Class EA, under the concept of "one project – one assessment".
- Complete the preliminary design of the project requirements, including all field investigations, reviews, relevant tests, inspections and studies, with due regard for environmental, traffic accommodation and safety concerns, capital cost and operating efficiency all in accordance with York Region standards, specifications and practices.

3.3 Project Phasing

York Region's 10-Year Road Construction Program for 2007 does not identify timing for an interchange on Highway 404 at Doane Road. However, it is critical that the Region obtain EA approval for the Highway 404 Extension / Doane Road Interchange as early as possible in 2008 to protect for its inclusion into the current Highway 404 Extension construction program.

The Highway 404 Extension / Doane Road Interchange will be implemented in a phased approach, which is scheduled for completion by the end of 2010. The interchange, including ramps, could then be constructed by York Region when necessitated through population and employment growth.

4. ANALYSIS AND OPTIONS

4.1 Rationale for Negotiation for Engineering Services

In order to meet MTO's spring 2008 deadline for providing an EA approved preliminary design of the Highway 404 Extension / Doane Road Interchange, there is high priority to minimize the duration of the consultant selection process for this assignment.

The consultant procurement process currently requires approximately four to six months to complete, which includes an Expression of Interest/Request for Pre-Qualification and the subsequent Request for Proposal processes.

In order to meet the reduced timeline for providing EA Act clearance for the Doane Road interchange such that MTO's schedule is not impacted, it is necessary to reduce the consultant procurement process.

URS Canada Inc. staff were involved in the initial Highway 404 Extension Individual EA (Davis Drive to Highway 12/48), as well as the subsequent MTO Class EA's including *Transportation Environmental Study Report 3* (north of Mount Albert Road to Woodbine Avenue/Ravenshoe Road) which includes the Highway 404 Extension / Doane Road Interchange grade separation.

Based on URS Canada Inc. staff involvement with MTO on these studies, as well as on the accelerated schedule requirements, Regional staff have recommended that the consulting engineering firm of URS Canada Inc. be engaged to carry out the Class EA and preliminary design for the Highway 404 Extension / Doane Road Interchange. Region staff have reviewed URS Canada Inc.'s proposal and have found that their scope of services and fees are in-line with studies of a similar size and nature.

It is on the basis that URS Canada Inc. has significant background and experience on the Highway 404 extension projects through their work for MTO that Regional staff anticipate they will be able to provide the highest quality of service and the lowest cost. Further, given that URS Canada Inc. has a higher order understanding of the project

limits given their significant involvement in the Highway 404 extension, they will be able to accelerate the schedule and take advantage of work previously completed.

5. FINANCIAL IMPLICATIONS

Based on studies of similar size and nature, it is anticipated that the fee for this assignment will not exceed \$546,123, exclusive of GST (total of \$578,890.38).

There are sufficient funds included in the current 2007 and draft 2008 capital budget for this assignment.

6. LOCAL MUNICIPAL IMPACT

The project will protect lands required for the future interchange, and by constructing the grade separation to its ultimate span, the Region will also be able to construct the interchange in the future at a reduced cost through maximizing the use of existing infrastructure. The project will support continued growth within the Town of East Gwillimbury.

Throughout the Class EA, York Region staff will work closely with staff from the MTO, Town of East Gwillimbury, and Lake Simcoe and Region Conservation Authority to accommodate their requirements in the Class EA and preliminary design.

7. CONCLUSION

MTO requires an EA approved preliminary design of the Highway 404 / Doane Road Interchange be completed by the spring of 2008, so provisions for a future interchange may be built into the current Highway 404 Extension program. With detailed design set to be completed by October 2009, MTO is committed to complete construction of the Highway 404 Extension between Green Lane and Woodbine Avenue/Ravenshoe Road by the end of 2010.

The consulting engineering firm of URS Canada Inc. (formerly Cole, Sherman and Associates) was responsible for the initial Individual Environmental Assessment *Highway 404 Extension - Davis Drive (York Regional Road 31) to Highway 12, Route Planning Study and Environmental Assessment*. Furthermore, URS Canada Inc., in association with Ecoplans Limited prepared the *Highway 404 Extension from North of Mount Albert Road to Woodbine Avenue/Ravenshoe Road (Transportation Environmental Study Report 3)*.

As a result of URS' continued involvement in the Highway 404 Extension program, their knowledge of both MTO and Municipal Class Environmental Assessment processes, and

need for an accelerated delivery schedule, it is recommended that authority be granted to Regional staff to negotiate, directly with the consulting engineering firm of URS Canada Inc., the Fees and Engineering Services for the Class Environmental Assessment and Preliminary Design for the Highway 404 Extension / Doane Road (Y.R. 45) Interchange.

It is also recommended that authority be granted to the Regional Chair and Regional Clerk to engage URS Canada Inc. to undertake the above mentioned Engineering Services once a mutually acceptable agreement has been reached.

For more information on this report contact Dino Basso, Director, Capital Delivery, Roads Branch at extension 5902 in the Transportation and Works Department.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the October 3, 2007 Committee meeting.)