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CONSULTANT SELECTION TESTON ROAD AND WESTON ROAD CITY OF VAUGHAN, PROJECT 9861 AND 8182

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, September 16, 2003, from the Commissioner of Transportation and Works:

1. RECOMMENDATION

It is recommended that:

1. The consulting engineering firm of McCormick Rankin Corporation be engaged to undertake the detail design for Teston Road (Y.R. 49) from Weston Road (Y.R. 56) to Jane Street (Y.R. 55), including the design for a new Teston Road/Highway 400 interchange, and for Weston Road (Y.R. 56) from Street 'E', north of Major Mackenzie Drive (Y.R. 25) to Teston Road (Y.R. 49) at an upset limit cost of \$995,300.00, excluding GST.

2. PURPOSE

The purpose of this report is to engage a consulting engineering firm to carry out the detail design for Teston Road between Weston Road and Jane Street, including the Teston Road/Highway 400 interchange, and for Weston Road from Street 'E', north of Major Mackenzie Drive to Teston Road, in the City of Vaughan (*see Attachment 1*).

3. BACKGROUND

3.1 Status of Class Environmental Assessment

In 1998, the Transportation and Works Department commenced the Class Environmental Assessment (Class EA) for improvements to Teston Road between Pine Valley Drive and Bathurst Street. The assignment was awarded to Giffels Associates Limited by Regional Council and the scope included the Class EA planning study for the entire section of Teston Road between Pine Valley Drive and Bathurst Street and detail design of Teston Road from Weston Road to Keele Street and from Dufferin Street to Bathurst Street. No interchange design requirement at Highway 400 was included, since at that time, the 10 year Capital Plan scheduled improvements to Teston Road between Weston Road and Keele Street for 2006, while the interchange was planned for 2009. The Class EA was finalized in April 2003 and subsequently approved.

3.2 Changes to Project Scope

On February 13, 2003, Regional Council approved the advancement of the Teston Road project between Weston Road and Jane Street within the 10 year Capital Plan for improvement in the year 2004. This project also includes the construction of the new interchange at Teston Road and Highway 400 under the advanced schedule, originally scheduled for 2009.

In conjunction with this program change, Regional Council also approved the advancement of the Weston Road project between Rutherford Road and Teston Road, for improvement in 2004, to address the expanding urban development that is occurring in the area. Regional staff is currently securing the front end financing costs from the adjacent developers associated with the advancement of the section of Weston Road from north of Major Mackenzie Drive to Teston Road.

The Ministry of Transportation (MTO) has prioritized Highway 400 for widening between Major Mackenzie Drive and King Road in 2006, however, widening of the highway section could be deferred depending on Provincial funding commitments. In light of the Region's accelerated schedule for the Teston Road project, the Region has undertaken to be the lead proponent for the design and construction of the interchange and widening of Highway 400 in the vicinity of the interchange. The combined undertaking has mutual advantages for York Region and the MTO primarily minimizing public and environmental disruption and ultimately throw-away costs with the transportation infrastructure improvements within the section of Highway 400 at the Teston Road interchange. The MTO has agreed to fund their share of the design and construction costs which are associated with the widening of Highway 400 and the removal and replacement of the bridge structure over Highway 400 to accommodate their future widening plans. This agreement will be formalized shortly.

Regional Council awarded the York-Peel Feedermain design-build project on June 18, 2003. To take advantage of economies of scale and to minimize the construction disruption to local communities, a series of road projects were included in the design build assignment, including the section of Teston Road between Jane Street and Keele Street. This required the existing, but not yet started at the time, detail design assignment of Giffels Associates Limited be modified to reflect the deletion of this part of the project.

The Class EA process identified, through consultation with numerous environmental approval agencies that the Cold Creek natural corridor, located west of Highway 400, would require a higher level of design effort than was originally anticipated to secure the necessary permits as we proceeded to detail design and construction. This was due to its sensitive nature.

The City of Vaughan has identified a need for a 600 mm diameter watermain along Teston Road, between Street 'A' of the Block 33 West development and Weston Road, which will be constructed in conjunction with the Teston Road improvements in 2004. The City of Vaughan will fund the design and construction of the watermain.

3.3 New Detail Design Assignment

Pursuant to the Region's Purchasing By-law requirements, it is necessary for the Region to issue a new Request for Proposal (RFP) where there is significant scope change to any

existing arrangement for the supply of goods and services. The changes to the project as outlined above are summarized as follows:

- Accelerated project schedules.
- Highway 400 bridge and interchange ramps design.
- More detailed Cold Creek environmental design requirements.
- City of Vaughan Pressure District 7 (PD7) watermain design.
- Weston Road design from north of Major Mackenzie Drive to Teston Road.

Regional staff feel that a significant scope change has materialized. Due to this scope change, a new RFP for an engineering consulting firm to design these works is required. Regional staff have notified Giffels Associates Limited that their current design assignment from Weston Road to Jane Street has been cancelled.

3.4 Scope of Assignment

The project consists of improvements to approximately two kilometres of Teston Road between Weston Road and Jane Street, a new interchange at Teston Road/Highway 400 and improvements to approximately 1.5 kilometres of Weston Road between Street 'E', north of Major Mackenzie Drive and Teston Road.

The scope of the assignment includes:

- Preparation of a Preliminary Design Report for the new Highway 400 interchange.
- Environmental engineering.
- Geotechnical investigation work.
- Detail roadway design for Highway 400 and ramps, Teston Road and Weston Road.
- Structural design for replacing the culvert crossing on Teston Road at the Cold Creek.
- Foundation and structural design for a new Teston Road bridge over Highway 400.
- Full illumination of the interchange.
- Preparation of staging and freeway traffic maintenance plans for the construction of the works and demolition of the existing structure over Highway 400.
- Detail design for the City of Vaughan PD7 watermain.
- Preparation of utility relocation and property requirement plans.
- Securing all necessary permits and approvals.

4. ANALYSIS AND OPTIONS

In accordance with the Regional Purchasing By-law, the Region's RFP No. P-03-55 was issued on August 14, 2003.

The Region's Supplies and Services Department publicly advertised the RFP as follows:

- ETN (Bid Navigator) on August 12, 2003.
- The Daily Commercial News on August 14 and 18, 2003.

Under the terms of the RFP, proponents must be an engineering consulting firm that is approved in the MTO Registry, Appraisal and Qualification System (RAQS) to provide services in the following highway and environmental engineering specialities:

- Preliminary Design – Functional planning and design studies.
- Detail Design – multi-lane arterial and expressway – major reconstruction and/or widening.

Initial screening for compliance of the RAQS requirement was carried out with the MTO. The notice of the RAQS requirement was contained in the public advertisement for the issued RFP.

A mandatory pre-proposal meeting was held at York Region's Administrative Building on August 28, 2003. Only representatives from qualified proponents were eligible to attend the mandatory meeting.

Due to the complex technical, environmental and schedule challenges on this project, the Region used the "two envelope" evaluation process for this RFP, in which Technical/Management Proposals were opened and evaluated prior to the opening and evaluation of the corresponding Financial Proposals. The total weighting of the technical/management proposal is 80% and the total weighting of the financial proposal is 20%. This allocation of technical/management and financial will ensure that the assignment is awarded to not only a very technically competent consultant but also a cost competitive consultant.

The submission deadline for both the Technical/Management Proposal and Financial Proposal was September 4, 2003.

Further, given the importance and considerable value of the consulting assignment, the RFP contained a requirement that technical/management proposals must achieve a minimum score of 70% in each major category of evaluation. This measure had been previously applied for the selection of a successful proponent for the York/Peel Feedermain design-build project; to encourage due attention to the Region's stated requirements in the RFP.

In accordance with the terms of the RFP, the financial proposals were opened only after Region staff agreed to the overall technical scores. After compliance of the financial proposals had been established, the overall proposal was evaluated based on a weighting of 80% for the technical/management proposal and 20% for the financial proposal. The best proposal was deemed the one with the highest overall score.

4.1 Outcome of Evaluation

The following five engineering consulting firms with the necessary RAQS certification, submitted proposals for consideration:

- Earth Tech Canada Inc.
- Giffels Associates Ltd.
- Marshall Macklin Monaghan.
- McCormick Rankin Corporation.
- *URS Canada Inc.*

Four of the five Technical/Management proposals submitted attained the minimum point scores for both the technical aspects and the project delivery/management approach.

These four proposals incorporate the following common features:

- A comprehensive Preliminary Design Report summary for the MTO.
- Demonstrated environmental expertise and speciality capabilities.
- Highway engineering expertise and familiarity with MTO requirements.
- Road and bridge design expertise.
- Watermain design capabilities.
- Management plan for QA and ability to secure all necessary permits and approvals.
- Sufficient organization, personnel and resources to meet the Region's requirement to start construction in 2004.

One of the five technical/management proposals, submitted by Marshall Macklin Monaghan did not meet the minimum 70% score for both Technical Aspects and the Project Delivery/Management Approach categories. This proposal was removed from further consideration and the financial proposal will be returned unopened.

One of the five technical/management proposals, submitted by URS Canada Inc. met the minimum 70% score for both the Technical Aspects and the Project Delivery/Management Approach categories. However, it contained a 'No Conflict of Interest' statement, wherein it was disclosed by the consulting team that it (or some of the members) is currently working on projects within the Study Limits covered under RFP P-03-55 particularly for the Block 33 W Landowners Group. Throughout the duration of this assignment, extensive negotiation and coordination will be required between the Block 33W Landowners Group and York Region.

A Regional Bid Review Committee (a staff committee composed of Supplies and Services, Legal and Transportation and Works staff) confirmed that a potential or perceived conflict of interest exists and decided that this proposal should be removed from further consideration. The financial proposal has not been opened and will be returned.

The consultant proposal evaluation is summarized in the following Table 1 and represents only those proposals, which were:

- RAQS certified.
- Achieved a minimum score of 70% in each major category of the evaluation of their Technical/Management Proposal. The total composite score for a given proposal was obtained by totalling the assigned technical points and the calculated price points. The proponent offering the best value (the preferred proponent) was determined on the basis of highest total composite score and remaining proponents were ranked accordingly.
- Were not subject to a potential or perceived conflict of interest.

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)
McCormick Rankin Corp.	62.2	\$995,300	19.7	81.9
Giffels Associates Limited	58.6	\$982,315	20.0	78.6
Earth Tech Canada Inc.	56.9	\$1,402,740	14.0	70.9

McCormick Rankin Corporation was ranked highest on the technical portion of the proposal. The McCormick Rankin technical proposal had a superior combination of project management and technical staff with a firm corporate commitment of the necessary resources to complete this complex assignment. Their proposal presented a sound understanding of the unique project requirements and the sensitive environmental issues. Their proposal elaborated on the significant involvement and communication that will be required with MTO and their extensive experience on MTO preliminary and detail design assignments will be valuable. They have a good assembly of subconsultants and their discussion of value engineering opportunities and areas for innovation on the detail design portion of the work was superior to the other proponents. McCormick Rankin developed an achievable, albeit aggressive project work plan and schedule that focused on project delivery and the importance of coordination and communication.

The best overall (combination of technical and financial) proposal was received by McCormick Rankin Corporation as this proposal had the highest overall score and represents the best value for the Region on this assignment.

5. FINANCIAL IMPLICATIONS

The upset limit fee for the work is \$995,300.00, excluding GST. This figure includes the detail design work that will be carried out on behalf of the MTO and the provisional work for the City of Vaughan on a cost recoverable basis.

Based on the fee schedule submitted by the preferred proponent, approximately \$155,000.00 is attributable to the MTO design needs and \$29,000.00 is assigned for the City of Vaughan requirements.

Sufficient funds are included in the 2003 budget for this assignment.

6. LOCAL MUNICIPAL IMPACT

These road improvement projects will be constructed in the City of Vaughan and are required to address the transportation needs and accommodate growth that is occurring in the area.

There is no reason to expect adverse impacts on local municipalities other than impacts normally associated with large projects of this nature. In addition, the City of Vaughan will benefit from the economies of scale associated with combining the watermain and road works projects.

7. CONCLUSION

Regional staff selected the proposal by McCormick Rankin Corporation as the preferred consulting firm. The proposal represents the best overall value to York Region. The prompt award of this assignment is essential to the timing of the construction start in 2004.

The Senior Management Group has reviewed this report.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the October 1, 2003, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)