

### **3**

#### **CONSULTANT SELECTION FOR ENGINEERING SERVICES ST. JOHN'S SIDEROAD, BAYVIEW AVENUE TO HIGHWAY 404, TOWN OF AURORA (REQUEST FOR PROPOSAL P-12-120)**

**The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated October 15, 2012, from the Commissioner of Transportation and Community Planning.**

#### **1. RECOMMENDATIONS**

It is recommended that:

- The consulting engineering firm of SNC Lavalin Inc. be engaged to undertake the detailed design for road improvements on St. John's Sideroad (Y.R. 26) from Bayview Avenue (Y.R. 34) to Highway 404 in the Town of Aurora as outlined in this report, at an upset limit cost of \$1,626,000, excluding H.S.T.
- The Commissioner of Transportation and Community Planning be authorized to execute the agreement, subject to terms and conditions acceptable to the Commissioner of Transportation and Community Planning and the Regional Solicitor's approval as to form and content.

#### **2. PURPOSE**

This report seeks Council authorization to engage a consulting engineering firm to undertake the detailed design for road improvements to St. John's Sideroad from Bayview Avenue to Highway 404 in the Town of Aurora (*see Attachment 1*).

In accordance with York Region's Purchasing By-law, Council Authorization is required when a Request for Proposal has been issued and the successful consultant's fee, inclusive of taxes, is in excess of \$500,000.

#### **3. BACKGROUND**

**To address the need for additional capacity on St. John's Sideroad from Bayview Avenue to Leslie Street the plan is to provide a four-lane urban cross-section**

The Region has completed an addendum to the Class Environmental Assessment report to address the need for additional capacity along St. John's Sideroad, between Bayview Avenue and Leslie Street, as a result of the proposed development in the 2C Secondary Plan area in the Town of Aurora. The 2C Secondary Plan area is bounded by Wellington Street to the south, the Towns of Aurora and Newmarket boundary (approximately 480 m north of St. John's Sideroad) to the north, Bayview Avenue to the west and Highway 404 to the east.

The study recommended St. John's Sideroad, between Bayview Avenue and Leslie Street, be widened from a two-lane rural cross-section to a four-lane urban cross-section, including on-street cycling facilities, sidewalk, multi-use path and full illumination. The study also recommended that St. John's Sideroad between Leslie Street and Woodbine Avenue be maintained as a two-lane rural cross-section with the inclusion of paved shoulders.

**The improvements of St. John's Sideroad from Bayview Avenue to Leslie Street are programmed to start construction 2016**

Based on the 2012 10-Year Roads Construction Program, the improvements on St. John's Sideroad, between Bayview Avenue and Leslie Street, are scheduled to commence in 2016. In order to improve the Leslie Street intersection at St. John's Sideroad, including the steep profile of the east approach to the intersection, the eastern limit of the St. John's Sideroad construction will extend 700m east of Leslie Street.

#### **4. ANALYSIS AND OPTIONS**

**The first phase of the procurement process was to issue a Request for Pre-Qualifications (RFPQ)**

The Supplies and Services Branch issued a Request for Pre-Qualifications (RFPQ) for Engineering Services No. P-12-85. The request was issued to solicit interest from as broad a market for engineering services as possible. In response to the RFPQ, eleven engineering consulting firms expressed interest in this project and submitted their qualifications and proposed team members. These eleven submissions were evaluated and scored based on our standard criteria, which include:

1. Project Manager's experience
2. Team completeness and experience with York Region projects
3. Industry experience of key project lead members
4. York Region needs and team availability
5. References
6. Added value

**The second phase of the procurement process was to issue Request for Proposals to the three highest scoring firms from the RFPQ**

The Supplies and Services Branch issued Request for Proposal (RFP) No. P-12-120 to the three firms who achieved the highest score under the RFPQ process. The three firms invited to submit a proposal in response to the RFP were:

1. IBI Group
2. MMM Group Limited
3. SNC Lavalin Inc.

**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 per cent for the technical component and 20 per cent for the financial component.

The allocation of 80 per cent for the technical component and 20 per cent 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:

- Project deliverables, including project plan, schedule and budget control, resource allocation, and quality assurance.
- Project implementation, including project understanding, key project issues, approach and methodology, and 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 proponents, their technical scores and proposed upset limit fees are presented in Table 1.

**Table 1**  
Evaluation Summary

| <b>Firm</b>      | <b>Technical Score<br/>(Out of 80)</b> | <b>Upset Fee<br/>(Excluding taxes)</b>           | <b>Financial Score<br/>(Out of 20)</b> | <b>Total Score<br/>(Out of 100)</b> | <b>Cost per Technical Point</b> |
|------------------|----------------------------------------|--------------------------------------------------|----------------------------------------|-------------------------------------|---------------------------------|
| IBI Group        |                                        | Not evaluated – Late submission was disqualified |                                        |                                     |                                 |
| MMM Group        | 58.15                                  | \$1,663,500.00                                   | 19.55                                  | 77.70                               | \$28,607.05                     |
| SNC Lavalin Inc. | 59.78                                  | \$1,626,000.00                                   | 20.00                                  | 79.78                               | \$27,199.73                     |

**The proposal from SNC Lavalin Inc. received the highest total score in response to RFP P-12-120**

Based on the evaluation of the technical and financial proposal as outlined in Table 1, SNC Lavalin Inc. achieved the highest total score in response to RFP P-12-120. However, since the Total Scores of MMM Group and SNC Lavalin Inc. are within five points of each other, the “dollar cost per technical point” was also computed. The proposal from SNC Lavalin Inc. also received the lowest dollar cost per technical point. Accordingly, their proposal represents the best overall value to the Region.

SNC Lavalin Inc. has previously delivered detailed design engineering services for the Region on projects such as Stouffville Road from Woodbine Avenue to Highway 48 and is currently working on similar detailed design assignments for Ninth Line from Major Mackenzie Drive to Stouffville Road, and Bathurst Street from Green Lane to Yonge Street.

**5. FINANCIAL IMPLICATIONS**

**The fee of \$1,626,000 is included in the 2012 10-Year Roads Construction Program and will be funded at 10 per cent from Tax Levy and 90 per cent from Development Charges**

The upset limit fee for the detailed design assignment is \$1,626,000 excluding HST. There are 2012 sufficient funds in the 10-Year Roads Construction Program to cover anticipated expenditures for this project in 2012 and 2013.

This work will be funded at 10 per cent from Tax Levy and 90 per cent from Development Charges.

## **6. LOCAL MUNICIPAL IMPACT**

### **Regional Staff will work with the Town of Aurora staff and other stakeholders to address specific issues during the assignment**

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

1. Property requirements
2. Town of Aurora requirements
3. Driveways and local road connections
4. Mitigating impacts on Lake Simcoe Region Conservation Authority lands

Throughout the course of this assignment, Regional staff will work with staff from the Town of Aurora and Lake Simcoe Region Conservation Authority to accommodate their requirements.

## **7. CONCLUSION**

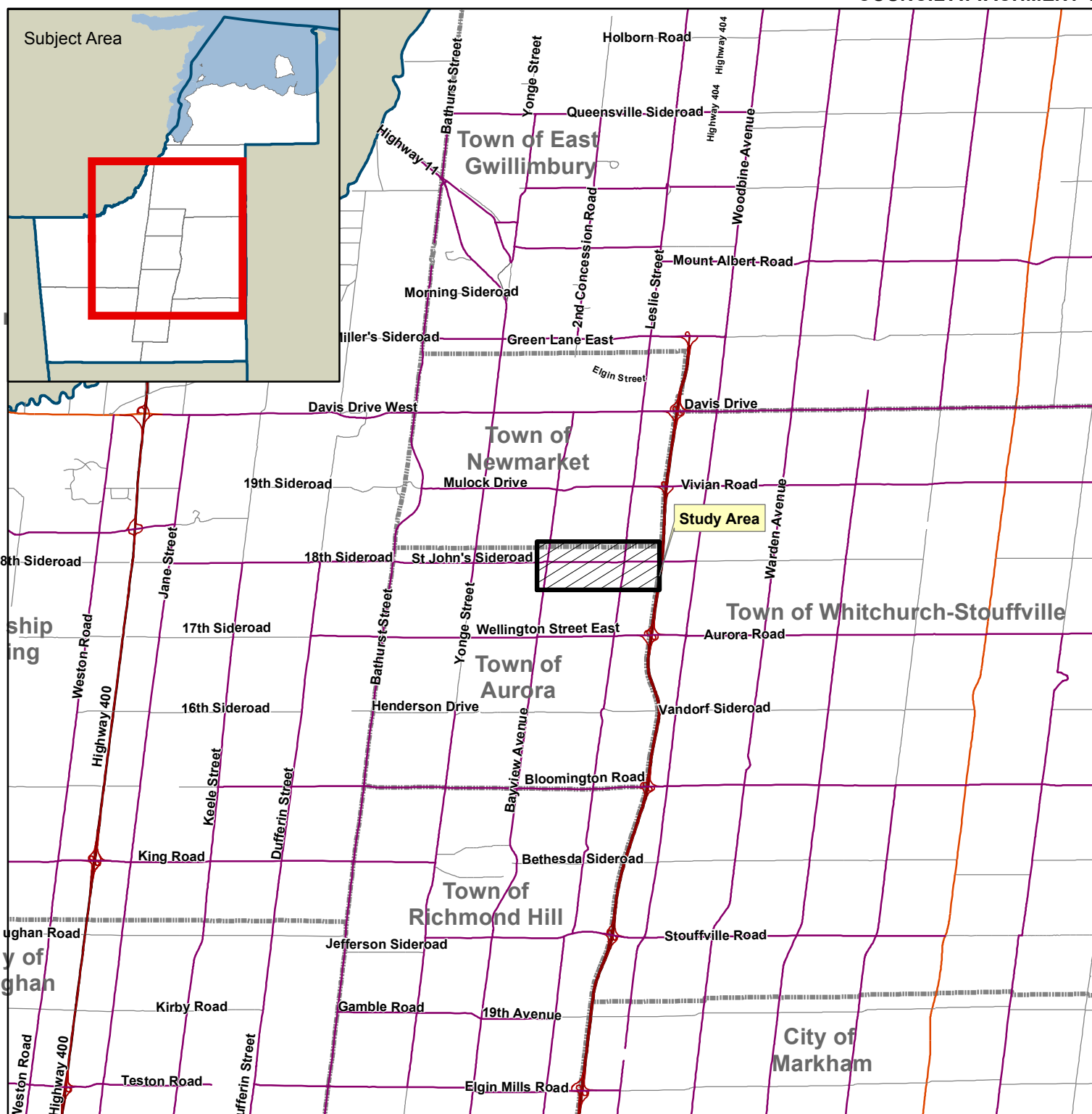
It is recommended the engineering consulting services for the detailed design of St. John's Sideroad from Bayview Avenue to Highway 404 be awarded to SNC Lavalin Inc. as the successful proponent under Request for Proposal P-12-120.

The project is expected to be tendered in 2016 provided property acquisition, utility relocation and acquisition of permits from regulatory authorities, proceed as planned.

For more information on this report, please contact Brian Titherington, Director Roads at Ext. 5901.

The Senior Management Group has reviewed this report.

*(The attachment referred to in this clause is attached to this report.)*



**St. John's Sideroad (Y.R. 26)  
from Bayview Avenue to Hwy 404  
Town of Aurora**



Produced by: Capital Delivery  
Branch Name: Roads Branch  
Department Name: Transportation and Community Planning  
© Copyright, The Regional Municipality of York, August, 2012  
© Copyright, First Base Solutions Inc., 2011 Orthophotography  
© Queen's Printer for Ontario 2003-2012



0 2,500 5,000 m

**Legend**

- Provincial Highway
- Regional Road
- Municipal Boundary
- Regional Boundary
- Study Area