

Clause 6 in Report No. 10 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 23, 2016.

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Award of Contract P-16-35 Pavement Condition Data
Collection/Processing and Collection of Right-of-Way Images

Committee of the Whole recommends adoption of the following recommendation contained in the report dated June 1, 2016 from the Commissioner of Transportation Services:

1. Council approve award of contract for Pavement Condition Data Collection/Processing and Collection of Right-of-Way Images to Stantec Consulting Ltd., pursuant to Request for Proposal P-16-35, at a total cost of \$226,040, excluding HST, and authorize execution of the contract on behalf of the Region.

Report dated May 26, 2016 from the Commissioner of Transportation Services now follows:

1. Recommendations

It is recommended that:

1. Council approve award of contract for Pavement Condition Data Collection/Processing and Collection of Right-of-Way Images to Stantec Consulting Ltd., pursuant to Request for Proposal P-16-35, at a total cost of \$226,040, excluding HST, and authorize execution of the contract on behalf of the Region.

2. Purpose

This report seeks Council authorization to award Request for Proposal (RFP) P-16-35 to Stantec Consulting Ltd. to provide professional services for the

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collection of pavement condition data of asphalt paved surfaces and video logging of the entire road right-of-way. The upset limit of this award is \$226,040, excluding HST.

In accordance with the Region's Purchasing Bylaw, Council authorization is required when a Request for Proposal has been issued and the highest scoring proposal is not the proposal with the lowest overall cost. In this case, the proponent has submitted the highest technical and total scores, but not the lowest cost.

3. Background

The Region's pavement management program includes evaluating pavement surface conditions on all Regional roads and optimizing pavement treatment strategies

The Region uses a computer-based pavement management system to monitor and evaluate performance of pavement surface conditions for the entire Regional road network. The pavement management system identifies optimal treatment methods and timing for each individual road section. Asset service life and cost-effectiveness is maximized by applying appropriate treatments to particular road segments, ensuring the entire road network's life cycle is extended.

Pavement surface condition evaluations of the entire Regional road network are conducted every two years

A fundamental component of the pavement management system is the periodic evaluation of the condition of all paved Regional roads. Evaluation of each road section is conducted every two years, and includes examining the extent and severity of pavement distresses such as rutting, roughness, cracking and patching.

Evaluations are conducted using a survey van equipped with laser sensors, a GPS tracking unit, high definition cameras and inertial profile measurement units. A variety of road system data for each section of Regional road is also inputted. The additional data includes traffic volumes, structural and drainage characteristics, optional treatments to improve the pavement, average life span of each treatment and its cost.

Based on specified available funding levels, the computer model completes a network-wide optimization to maximize the effectiveness of every dollar allocated

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to resurfacing and minor maintenance programs and recommends a program of resurfacing and other minor work for each year over a 10-year timeframe.

Staff reviews this information and makes minor adjustments based on specific field conditions and the advancement or deferral of a resurfacing project to avoid any conflict with other capital projects.

Pavement condition data collection, as outlined in the proposal P-16-35, is a critical fundamental step in the pavement management system to ensure decisions regarding pavement treatment strategies are based on the most up-to-date information.

The previous contract for the 2014/2015 pavement condition data collection is complete.

To promote enhanced pavement management practices, pavement condition data will also be collected for the Towns of East Gwillimbury and Whitchurch-Stouffville

To promote active implementation of best practices for pavement management and build strong partnerships with local municipalities, the Region is leading and facilitating knowledge-sharing and continuous improvement. The Towns of East Gwillimbury and Whitchurch-Stouffville expressed interest in joining the Region's pavement management program to benefit from established and emerging best practices.

Services procured via P-16-35 for the 2016 pavement condition data collection cover the scope to evaluate pavement conditions and collect high definition right-of-way photos for the entire Regional network. The selected vendor will also collect the same information for roads under the jurisdictions of the Towns of East Gwillimbury and Whitchurch-Stouffville. This approach is beneficial to the consistency of the collected data and expected to be more cost effective than conducting data collection separately.

4. Analysis and Options

The Region's standard process for procuring consulting services has been followed

The Region's standard process for procuring consultant services has been followed, and includes the following four phases:

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- Issued an open Request for Proposals (RFP)
- Evaluated proposals using a two-envelope (technical and financial) system
- Combined technical and financial scores to achieve a total score
- Award project to the highest total score

Supplies and Services issued open RFP P-16-35 on April 7, 2016, to procure pavement condition data collection services.

The four firms submitting proposals in response to RFP P-16-35 were:

- Consultants International Inc. (CII)
- IMS Infrastructure Management Services Ltd. (IMS)
- SNC-Lavalin GEM Ontario Inc. (SNC-Lavalin)
- Stantec Consulting Ltd. (Stantec)

The two-envelope system requires the technical and financial proposals be submitted in two separate envelopes. Proposals were evaluated based on a weighting of 80 per cent for the technical component and 20 per cent for the financial component.

The proponents, their technical scores and proposed upset limit fees are shown 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)
Stantec Consulting Ltd. (Stantec)	60.1	226,040.00	18.8	78.9
IMS Infrastructure Management Services Ltd. (IMS)	56.2	245,434.20	17.3	73.5

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SNC-Lavalin GEM Ontario Inc. (SNC- Lavalin)	51.1	212,800.00	20.0	71.1
Consultants International Inc. (CII)	49.8	2,449,997.70	1.7	51.5

The proposal from Stantec achieved the highest total score in response to RFP P-16-35

The proposal from Stantec scored the highest technical score, had the highest total score and provides the best overall value to the Region, despite not having the lowest price. Relative to the proposals from CII, IMS and SNC-Lavalin, Stantec illustrated a better understanding of key issues and details, including:

- Strong project understanding/scope
- Better cooperation with the Region's recently implemented project equipment calibration and survey method verification process for enhanced deliverable quality
- Better ability to provide all services in accordance with the specifications and requirements identified in the RFP

Link to key Council-approved plans

This report links to the following Council-approved plans and policies:

Regional Official Plan

- Ensuring that asset service life is maximized by maintaining levels of service, managing road pavement preservation and rehabilitation to optimize the life cycle of the Regional road network, allowing for the safe movement of people and goods across the Region

Vision 2051

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- Goals addressed by this project include Livable Cities and Complete Communities, Living Sustainably and maintaining Interconnected Systems for Mobility through a network of complete streets

2015 to 2019 Strategic Plan

- Continue to sustain critical infrastructure assets through technology
- Provide responsive and efficient public service by managing the Region's assets and finances sensibly and optimizing decision-making to ensure programs are managed, service is reliable and assets are preserved
- Continue to focus on best managing the transportation system to connect people, goods and services

5. Financial Implications

The upset limit fee for professional services, as outlined in RFP P-16-35, is \$226,040, excluding HST. Sufficient funds have been included in the 2016 Transportation Services budget. Expenditures for this project will be funded from 30 per cent development charges and 70 per cent tax levy. Fees for services conducted for the Town of East Gwillimbury are approximately \$26,000, and for the Town of Whitchurch-Stouffville, \$30,000. These costs will be recovered from each Town for the respective work carried out by the Region on their behalf.

6. Local Municipal Impact

Throughout the course of the pavement condition data collection, Regional staff will work with staff from local municipalities, particularly the Towns of East Gwillimbury and Whitchurch-Stouffville, to address their needs in pavement condition assessment and pavement management practices.

7. Conclusion

The Region collects pavement condition survey data for the entire Regional road network on a two-year cycle. Pavement condition survey data assists in the assessment of the Regional road network and provides decision-support information for development of the annual road resurfacing and rehabilitation projects. Condition data also assists in the planning of operational, tactical and

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strategic initiatives. The project is required to be completed over a period of eight months from kick-off. It is anticipated all field work will be completed in summer/fall 2016.

Proposals from four firms for the provision of professional services for the collection of pavement condition data of asphalt paved surfaces in the Region and Towns of East Gwillimbury and Whitchurch-Stouffville were evaluated in accordance with Regional policy, bylaws and practices.

The proposal submitted by Stantec Consulting Ltd. achieved the highest technical score, had the highest total score and provides the best overall value to the Region, despite not having the lowest price.

It is recommended the assignment for Pavement Condition Data Collection/Processing and Collection of Right-of-Way Images be awarded to Stantec Consulting Ltd. in the amount of \$226,040, excluding HST, as the successful proponent under RFP P-16-35.

For more information on this report, please contact Stephen Collins, Director of Infrastructure Management and PMO, at ext. 75949.

The Senior Management Group has reviewed this report.

May 26, 2016

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Accessible formats or communication supports are available upon request