

Clause 7 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.

7

Consultant Services Fee for Additional Scope of Work
for Detailed Design of
Keele Street from Steeles Avenue to Highway 7
City of Vaughan

Committee of the Whole recommends adoption of the following recommendation contained in the report dated May 26, 2016 from the Commissioner of Transportation Services:

1. Council authorize the agreement between the Region and R.V. Anderson Associates Limited for detailed design of Keele Street (Y.R. 6) from Steeles Avenue to Highway 7 (Y.R. 7), in the City of Vaughan, be amended to increase the contract price, within the Capital Spending Authority, from \$868,736 to \$1,177,572, excluding HST.

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

1. Recommendation

It is recommended that:

1. Council authorize the agreement between the Region and R.V. Anderson Associates Limited for detailed design of Keele Street (Y.R. 6) from Steeles Avenue to Highway 7 (Y.R. 7), in the City of Vaughan, be amended to increase the contract price, within the Capital Spending Authority, from \$868,736 to \$1,177,572, excluding HST.

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2. Purpose

This report seeks Council authorization to increase the contract price with R.V. Anderson Associates Limited (R.V. Anderson) for consulting engineering services for the detailed design of Keele Street from Steeles Avenue to Highway 7, in the City of Vaughan (see Attachment 1). The increase is required to undertake additional tasks not anticipated in the original assignment.

In accordance with the Region's Purchasing Bylaw, Council authorization is required when an increase to the contract price exceeds scope and contingency allowances.

3. Background

Detailed design assignment for Keele Street was awarded to R.V. Anderson Associates Limited

The detailed design assignment for Keele Street from Steeles Avenue to Highway 7 was awarded to R.V. Anderson in August 2011, following Request for Pre-Qualification and Request for Proposal processes. During the course of the assignment, additional contingencies and scope changes were identified, including:

- Additional geotechnical investigation
- Additional design requirements, such as watermain valve chamber adjustments, inclusion of bike facilities and design changes to meet Accessibility for Ontarians with Disabilities Act (AODA) requirements
- Separating the design package into two separate construction contracts

Staff used some of the available contingency and scope allowances permitted by the Purchasing Bylaw to increase the contract price in order to accommodate these additional tasks.

Keele Street has high traffic and truck volumes, many stakeholders and significant utility relocation requirements

Keele Street from Steeles Avenue to Rutherford Road and surrounding area is generally industrial and commercial in nature with high traffic and truck volumes. To address growth in the area and corresponding increase in vehicular traffic,

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Keele Street needs to be widened and improved. In addition, the bridge structure over CN Rail needs replacement to ensure continued safe travel for the public.

There are a number of key stakeholders in this heavily used corridor, including City of Vaughan, City of Toronto, CN Rail, vivaNext, 407ETR, York University, developers and various utility companies. Significant coordination is required to address their specific and often competing needs.

A high level of coordination with utility companies is required to proactively resolve potential conflicts. Relocation work will be completed prior to road construction, but scheduling is critical to maintain separate work areas for health and safety reasons.

Detailed design assignment of Keele Street from Steeles Avenue to Highway 7 is complex

The detailed design assignment involves the widening of Keele Street from Steeles Avenue to Highway 7 from four to six lanes.

Proposed work on Keele Street includes:

- Replacement of existing CN Rail bridge with a wider structure without interruption to the high volume of rail traffic
- Installation and replacement of storm sewer systems
- Installation of bike lanes and bike boxes similar to facilities constructed on Highway 7 at Keele Street
- Installation of continuous sidewalks
- Illumination throughout the corridor
- Replacement of the City of Vaughan's watermain
- Incorporation of AODA and cycling requirements at intersections
- Streetscaped median planter boxes and tree planting within the boulevard, where space permits

Two separate construction contracts are being prepared for the sections between Steeles Avenue to Highway 407 and Highway 407 to Highway 7.

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Detailed design of Keele Street has progressed to 90 per cent design level

Since initiation of the assignment in 2011, design of Keele Street has progressed to 90 per cent design level for both construction contracts.

During the course of finalizing the design, additional tasks were identified that could not be accommodated within allowable contingencies and scope change limits.

The design assignment was expected to be completed by the end of 2012. It has taken longer than anticipated to coordinate design elements with the requirements of the various stakeholders. Further, the delay was related to the continued negotiation and coordination with CN Rail for the replacement of the bridge over CN tracks, coordination with Enbridge Gas for a new 36-inch GTA gas main that Enbridge constructed in 2015, and a recently proposed major development adjacent to Keele Street.

4. Analysis and Options

Contract price for the existing assignment needs to be increased to facilitate additional work that was not anticipated

Staff is seeking Council approval to increase the contract price to R.V. Anderson for additional design tasks including:

1. Adjustment of City of Vaughan's watermain to accommodate recently-constructed Enbridge Gas GTA main crossing on Keele Street south of the CN Rail corridor
2. Adjustment of City of Vaughan's watermain, utilities, and boulevard to accommodate the Enbridge Gas vital main relocation along Keele Street between Steeles Avenue and the CN Rail corridor
3. Redesign of City of Vaughan's watermain between CN Rail and Ronrose Drive to minimize property requirements near the rail grade separation
4. Revision of traffic signal at the Snidercroft Road intersection
5. Revision of roadway illumination within the Hydro One corridor to meet new Electrical Safety Authority minimum clearance requirements

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6. Additional meetings and coordination with utility companies, CN Rail, City of Vaughan and York Region during the extended period of the design assignment
7. Provision to redesign City of Vaughan's watermain within the Highway 407 corridor during construction

Link to key Council-approved plans

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

Regional Official Plan

- Invest in infrastructure to support job creation, strengthen the Regional economy and ensure an equal integration between economic vitality, the natural environment and healthy communities
- Ensure the efficient movement of goods and services in Regional centres and corridors through effective planning, urban design and infrastructure planning and deliver context sensitive infrastructure
- Achieve attractive and vibrant urban Regional corridors that link Regional centres
- Reduce automobile dependence by enhancing an active transportation system and programs that encourage residents and workers to walk, cycle, take transit, and carpool

Vision 2051

- Include livable cities, complete communities and interconnected systems for mobility through a network of complete streets

2015 to 2019 Strategic Plan

- Provide needed infrastructure to manage traffic congestion and support sustainable growth along Regional corridors
- Improve existing transportation network, enhance transit operations and improve employment potential of lands

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5. Financial Implications

Additional fees in the amount of \$308,836, excluding HST, are required for additional scope

Additional fees in the amount of \$308,836, excluding HST, are required to complete additional tasks as identified. Staff has reviewed and negotiated the request for additional work with R.V. Anderson and consider the negotiated fee increase to be fair and reasonable.

The detailed design fee is within the expected range for the scope of work

The anticipated construction cost for Keele Street from Steeles Avenue to Highway 7 is \$26,500,000. Detailed design assignments typically represent five to seven per cent of the project's construction value. The recommended total fee for this project is \$1,177,572, which is approximately 4.4 per cent of the estimated construction value, falling below the range.

The total upset limit fee of \$1,177,572 will be funded from 90 per cent development charges and 10 per cent tax levy

There are sufficient funds in the 2016 10-Year Capital Budget to cover this additional work. All expenditures for this project will be funded from 90 per cent development charges and 10 per cent tax levy.

6. Local Municipal Impact

Road improvements on Keele Street from Steeles Avenue to Highway 407 will address traffic growth in the area, as well as provide continuous sidewalk and bike lanes in the corridor.

7. Conclusion

Further design work is needed for the Keele Street improvement project due to revisions and coordination with various stakeholders. Additional fees in the amount of \$308,836 are required to complete this assignment. Council authorization is required to increase the overall contract price with R.V. Anderson Associates Limited from \$868,736 to \$1,177,572, excluding HST.

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For more information on this report, please contact Salim Alibhai, Director,
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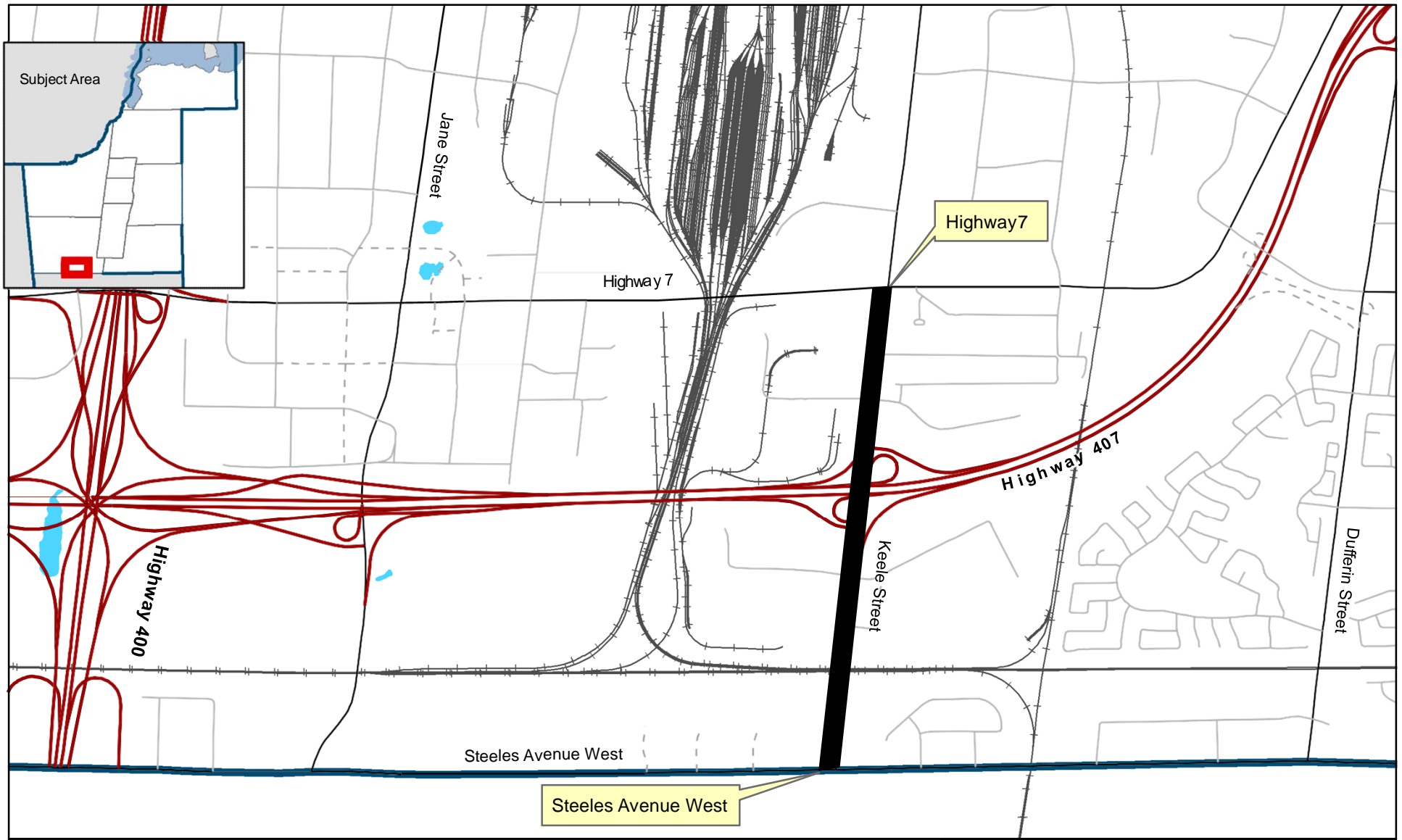
The Senior Management Group has reviewed this report.

May 26, 2016

Attachments (1)

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Accessible formats or communication supports are available upon request









Consultant Services Fee for Additional Scope of Work for Detailed Design
Keele Street From Steeles Avenue West and Highway 7
City of Vaughan

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Legend

-  Project Limits
-  Provincial Highway
-  Regional Road
-  Local Road
-  Proposed Road
-  Regional Boundary

