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DATE: November 14, 2011

REPORT TITLE: **PROFESSIONAL ENGINEERING SERVICES FOR THE SANITARY TRUNK SEWER ON REGIONAL ROAD 50 (HIGHWAY 50) FROM OLD CASTLEMORE ROAD TO COLERAINE DRIVE  
CAPITAL PROJECT 08-2235  
DOCUMENT 2011-138P  
CITY OF BRAMPTON, WARD 10**

FROM: Dan Labrecque, Commissioner of Public Works

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#### **RECOMMENDATION**

That the contract (Document 2011-138P) for the professional engineering services for the Sanitary Trunk Sewer on Regional Road 50 from Old Castlemore Road to Coleraine Drive be awarded to Hatch Mott MacDonald in the estimated amount of \$1,414,293 (excluding applicable taxes), under Capital Project 08-2235, in accordance with Purchasing By-law 63-2008.

#### **REPORT HIGHLIGHTS**

- The Region of Peel's Water and Wastewater Servicing Master Plan has identified the need for additional wastewater servicing capacity for northeast Brampton and Bolton.
- The Region completed a Class Environmental Assessment (Class EA) study which determined the preferred alternative for twinning of the existing Bolton Trunk Sewer.
- This project is part of the Regional Road 50 corridor which consists of several major capital projects with a combined capital cost of \$100 million that are either under construction or in detailed design.
- The Request for Proposal Document 2011-138P was issued competitively for detailed design and construction administration for this section of the tunneling project.
- Hatch Mott MacDonald is recommended for award, providing the best overall value to the Region of Peel.

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## **DISCUSSION**

### **1. Background**

The Regional Municipality of Peel (the Region) maintains a major sanitary sewer system which includes the servicing of the northeast portion of the City of Brampton and the Bolton area within the Town of Caledon. This section of the Region's sewer system drains generally from the north (e.g. the Bolton area) to the south, and ultimately to the G.E. Booth Wastewater Treatment Plant (WWTP) located on the Lake Ontario waterfront. The existing sewer system in the northeast Brampton area includes a trunk sewer along Regional Road 50, which carries wastewater from the Bolton area and from the adjacent Brampton areas south to the McVean Pumping Station (PS), which conveys wastewater further south in the Regional wastewater system.

The Regional Municipality of Peel's Water and Wastewater Servicing Master Plan for the Lake Based Systems and the Development Charges Background Study (the Background Study) (Region of Peel, 2003) form the background for this Class EA. The Master Plan was undertaken to provide a framework for the development of water and wastewater services to accommodate the approved future growth to the year 2031 in accordance with the Region's Official Plan. The Master Plan and the Background Study identified the need for upgrades and expansions to the existing Bolton/Brampton sanitary trunk sewer to address future requirements.

The completed Class Environmental Assessment study identified twinning of the existing Regional Road 50 trunk sewer to provide servicing capacity for planned growth in northeast Brampton and Bolton. This project is the fourth phase of the trunk sewer twinning which started at the McVean Sewage Pumping Station and runs easterly to Regional Road 50 and then North to Coleraine Drive. The twinning on Regional Road 50, from Ebenezer Road to north of Castlemore Road, is currently under construction and is expected to be completed by the summer of 2012. This is being constructed by the use of a tunnel boring machine due to the depth and complexity of the sub surface conditions and proximity to existing utilities and the major traffic flow along Regional Road 50. The combined capital cost for the sewer twinning is in the order of approximately \$60 million.

In addition to the twinning of the trunk sanitary sewer there are other major capital projects ongoing and planned along the Regional Road 50 corridor including watermain and road widening works. Regional Road 50 is currently being widened to six lanes from Queen Street to Ebenezer Road with the next phases in the detailed design stage. Regional Road 50 is to be widened and rehabilitated from Queen Street to Mayfield Road at an estimated capital cost of \$40 million. The combined capital investment is approximately \$100 million to support the continued growth and expansion of this area of northeast Brampton and southeast Caledon within the Region of Peel.

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**2. Procurement Process**

The Region of Peel issued a Request for Proposal Document 2011-138P to obtain professional engineering services, to undertake detailed design and construction administration for the trunk sewer.

The Request for Proposal 2011-138P was issued to four professional engineering firms: Hatch Mott MacDonald (HMM), MMM Group Limited (MMM), The Municipal Infrastructure Group Ltd. (TMIG) and AECOM.

All four firms submitted proposals on time and the documents were found to be in order. The proposals are submitted in two parts: the first being the technical component and the second the financial component. The Technical Evaluation Team reviews the submissions in accordance with set criteria. The evaluation criteria includes the consultant's understanding of the project, work plan (methodology), miscellaneous value added, qualifications and experience of the proposed personnel, the consultant's previous experience in similar projects, schedule and estimated cost to complete the assignment.

HMM's approach to the overall project management was detailed and clear, specifically in the areas of wastewater tunneling work and heavy civil engineering design and construction. Their overall key team members have a wealth of experience, their demonstrated success in large tunneling projects and performance on similar projects. They have successfully completed the Cooksville Creek Diversion Sewer, which is similar in scope and size, this year. HMM has also demonstrated a strong understanding of the local project area through the work on adjacent capital assignments on Castlemore Road immediately adjacent to Regional Road 50 and Clarkway Drive. Their work plan and schedule is in line with the project needs. Through the evaluation of its submission HMM has demonstrated that it is the most capable firm to deliver this assignment given complexity of the work and the risk mitigation required for this work and the integration with other projects and municipalities.

Upon completion of the technical evaluation, the purchasing representative completes the financial analysis. The scores are then combined and the overall ranking determined.

The evaluation summary was as follows:

Vendor Name and Location	Technical (80 per cent)	Financial (20 per cent)	Price Submitted	Overall Ranking
HMM, Markham, ON	1	3	\$ 1,414,293	1
MMM, Thornhill, ON	2	1	\$ 1,182,015	2
TMIG, Vaughan, ON	3	2	\$ 1,191,886	3

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The proposal submitted by HMM received the highest overall score when assessing the combination of technical proficiency and price. The consultant demonstrated a thorough understanding of the assignment, proposed a comprehensive project approach and presented an experienced project team. The staff evaluation committee recognizes the complexity and the risks associated with projects of this magnitude. Therefore staff has concluded that the strength of the technical proposal submitted by HMM offsets the differential in the submitted price and provides the best overall value.

**FINANCIAL IMPLICATIONS**

Sufficient funding is available under Capital Project 08-2235.



Dan Labrecque  
Commissioner of Public Works

**Approved for Submission:**



D. Szwarc, Chief Administrative Officer



For further information regarding this report, please contact Jimmy Chong at extension 7886 or via email at [jimmy.chong@peelregion.ca](mailto:jimmy.chong@peelregion.ca)

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c. Legislative Services  
 J. Macintyre, Director, Purchasing  
 Manager, Financial Support Unit (FSU)



**APPENDIX I**

November 14, 2011

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