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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 6, 2014
FROM:	EDWARD SOLDO, P. ENG. DIRECTOR, ROADS AND TRANSPORTATION
SUBJECT:	WESTERN / WHARNCLIFFE ROAD NORTH WIDENING ENVIRONMENTAL ASSESSMENT STUDY APPOINTMENT OF CONSULTING ENGINEER

RECOMMENDATION

That on the recommendation of the Director, Roads and Transportation, the following actions **BE TAKEN** with respect to the appointment of a consultant for the Western / Wharncliffe Road Environmental Assessment (EA) from Platts Lane to Oxford Street (TS1489):

- a) AECOM Canada Limited, 250 York Street, Suite 410, London ON, N6A 6K8, **BE APPOINTED** Consulting Engineers to complete the Environmental Assessment Study for Western / Wharncliffe Road North, in the amount of \$417,714.00 excluding HST, in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy;
- b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix 'A';
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work; and
- e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Civic Works Committee - July 22, 2013 – Reprioritization of Growth Management Implementation Strategy (GMIS) Transportation Projects.

BACKGROUND

Purpose

This report seeks the approval of the Council to retain an engineering consultant to undertake the Western / Wharncliffe Road North Environmental Assessment (EA) study from Platts Lane to Oxford Street, including the Oxford Street and Wharncliffe Road Intersection.

Context

This EA is required to proceed with the implementation strategy of the transportation infrastructure needs for the Western / Wharncliffe Road corridor. The need and justification for the study was identified as part of the City of London's Official Plan and is documented in the City's Long-term Transportation Corridor Protection Study (September 2011), the Growth Management Implementation Strategy (GMIS) and recommended in the London 2030 Smart Moves TMP.

The purpose of this EA is to satisfy the requirements of the Environmental Assessment Act by providing a comprehensive, environmentally sound planning process with public participation, and to facilitate dialogue between parties with a number of competing interests.

The study of section Western / Wharncliffe Road North is an arterial road that accommodates 19,500 vehicles per day and provides a key pedestrian and active transportation corridor to

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Western University and other destinations. It is planned to widen Western Road from Platts Lane to Oxford Street from 2 to 4 lanes with turn lanes as well as widening the Canadian Pacific Railway (CPR) Subway. It is anticipated that a temporary rail diversion will need to be constructed to facilitate the road widening project and establishment of the land requirements for this project is a key outcome in order to meet suggested timelines.

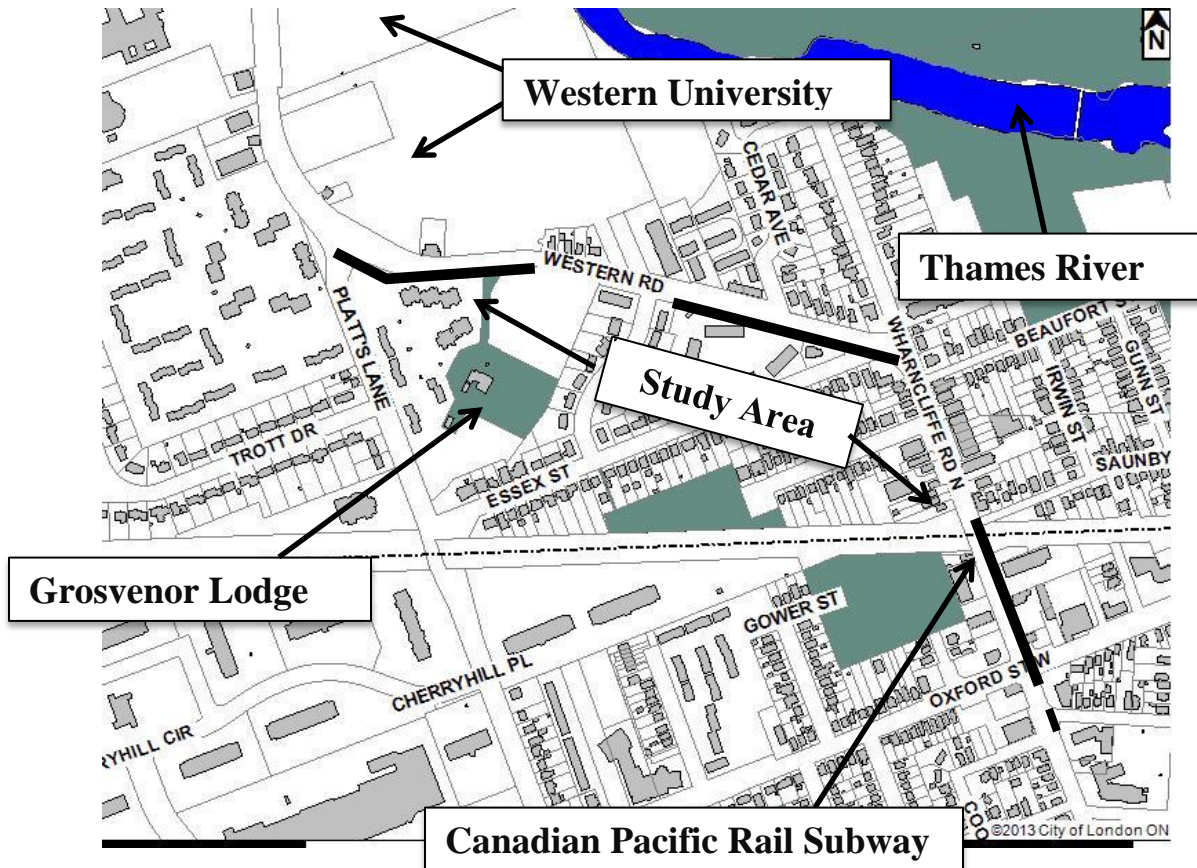
Widening of the subject section of Western Road and Wharncliffe Road North is anticipated to begin in 2017.

DISCUSSION

Project Description

The study area for this EA in the Western Road corridor extends from Platts Lane to Oxford Street and includes the northern limits of Wharncliffe Road that ends at Essex Street and includes the Oxford Street intersection. The corridor study area extends from both sides of the road right-of-way into the adjacent Western and Wharncliffe Road properties which includes residential and commercial land use designations. The study will evaluate all the options with respect to the road cross sections. Land uses, access opportunities and the property impacts will be a big factor in the evaluation of the options. The preferred design concept will be both functional and attractive in its appearance.

The subject section is envisioned to be developed with a unique road cross section that will serve as a transportation arterial roadway designed to accommodate the high volumes of pedestrian traffic, vehicle through traffic and residential and commercial traffic in a safe and efficient manner. A map of the study area and corridor limits is shown below.



The primary deliverables from this environmental assessment include:

- The determination of the appropriate right-of-way and property requirements to accommodate the future widening of the subject Western Road as per the London 2030 TMP;

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- Recommend the appropriate geometric design concept and future improvements for intersections associated with the widening of Western Road to mitigate future deficiencies, accommodate increased traffic demand, and improve safety;
- Analysis of the Oxford Street and Wharncliffe Road north intersection to accommodate the increased traffic demand and improve safety, including recommendations for interim capacity improvements to the intersection prior to the proposed BRT;
- Develop a functional and visually attractive urban design concept for vehicular travel lanes, bike lanes, pathways, and sidewalks to appropriately accommodate the speed and safety of travel for motorists, cyclists and pedestrians;
- Work collectively with the CPR to develop a rail crossing solution (during and following construction) which is feasible to implement and agreeable to all stakeholders.
- Develop a preferred plan assuming an enhanced “ Western University gateway” and “Heritage Street“ features;
- Undertake a storm/drainage and SWM assessment of the impacts associated with the proposed project; and
- Document in a clear and transparent manner the process undertaken and provide formal documentation and presentations.

Issues of Special Interest

Canadian Pacific Railway (CPR) Subway

The CPR line, known as the Windsor Subdivision, is a critical rail link that connects to CPR’s international border crossing and serves as many as 25 trains daily. This represents a significant rail traffic volume and limits options available for design and construction. It is anticipated that a temporary rail diversion will be constructed to facilitate the reconstruction of the crossing for the road widening project.

The CPR grade separation, technically known as a subway, is a defining feature of the neighbourhood and creates a strong boundary to the south. The tracks pass through the southern portion of the study area, over Wharncliffe Road. The stone abutments of the rail bridge are narrow and can only accommodate two vehicles lanes. Separated pedestrian tunnels are provided at the bridge. The EA will explore a new structure with enhancements as gateway features incorporating village identity signage, landscaping, and interpretive exhibits to preserve elements of the historic bridge character.

Grosvenor Lodge

Grosvenor Lodge is a significant city heritage resource. At present, it is disconnected from the neighborhood both physically and visually. In the village concept proposed by the Beaufort/Irwin/Gunn/Saunby/Essex (BIGS) Secondary Plan, it is the anchor of a proposed heritage core created to enhance the identity of the village and celebrate its past.

Furthermore, as part of the planning for an urban village in the secondary plan study, the subject section of the road is identified as a future village heritage street. The street is envisioned to have a strong green quality and a linear park-like setting.

Consultant Selection

The consultant acquisition process used a two-stage process beginning with an open advertised request for qualifications. A shortlist of three consulting firms was created based on the received submissions and the firms were invited to submit proposals for the project. The shortlisted firms responded with written proposals including a summary of the project tasks, schedule, and costs. An evaluation committee with representation from all key project areas including Transportation, Wastewater and Drainage, Stormwater Management, and Planning and Development reviewed the consultant submissions for the project.

Based on the evaluation criteria and selection process identified in the Request for Proposals, the evaluation committee concluded that the proposal from AECOM provides the best value to the City.

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AECOM has an experienced project team that had a clear understanding of the project scope and requirements. Their past proven experience on similar projects of this nature combined with a project proposal that demonstrated a thorough understanding of the goals and objectives demonstrated their suitability for the undertaking. AECOM is familiar with City staff and procedures through recent work on other multi-disciplinary City assignments.

In accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy, Civic Administration is recommending AECOM be appointed as the consulting engineer for the Environmental Assessment. The submission from AECOM includes a fee submission that indicates that the EA study can be completed within the funds available in the project account, TS1489. The fee submission includes a 10% contingency.

CONCLUSION

The need for this Environmental Assessment has been identified as a result of current traffic capacity deficiencies. The study recommendations will set the needs and balance the requirements of the full range of potential users within a community including users of all ages and abilities, pedestrians, cyclists, rail, transit vehicles and motorists.

Recommendation

Based on the technical evaluation of the proposals, it is recommended AECOM be awarded the consulting assignment for the Western / Wharnclyffe Road North Environmental Assessment study at an upset amount of \$417,714,00 excluding HST.

Acknowledgements

This report was prepared with the assistance of Ted Koza, P.Eng., Transportation Design Engineer and Max Kireev, C.E.T., Technologist II of the Transportation Planning & Design Division.

SUBMITTED BY:	RECOMMENDED BY:
DOUG MACRAE, P.ENG. DIVISION MANAGER, TRANSPORTATION PLANNING & DESIGN	EDWARD SOLDI, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION
REVIEWED & CONCURRED BY:	
JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER	

Attach: Appendix "A" – Sources of Financing

- cc. Corri Marr, H.B. Sc., AECOM
- Brian Huston, P.Eng., Dillon Consulting
- Dan Green, P.Eng., MMM Group
- Li Lian Lui; CPR.
- Pat Shack