Agenda Item # Page #

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON AUGUST 25, 2014**
FROM:	**JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENGINEERING & ENVIRONMENTAL SERVICES AND CITY ENGINEER**
SUBJECT:	**SOUTHDALE ROAD AND BOLER ROAD INTERSECTION IMPROVEMENTS ENVIRONMENTAL ASSESSMENT STUDY APPOINTMENT OF CONSULTING ENGINEER**

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the appointment of a consultant for the Southdale Road and Boler Road Intersection Improvements Environmental Assessment Study:

(a) Dillon Consulting Limited, **BE APPOINTED** Consulting Engineers to complete the Environmental Assessment Study for Southdale Road and Boler Road Intersection Improvements, in the amount of $134,732.40 (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

None

BACKGROUND

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to undertake the Southdale Road and Boler Road Intersection Improvements Environmental Assessment (EA) study.

Context

This EA is required to proceed with the implementation strategy of the transportation infrastructure needs for the noted intersection. Due to the rising traffic volumes and developments in the area, the City has identified a need for an improved measure of traffic control at the intersection of Southdale Road and Boler Road.

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 subject intersection is located just south of the Byron community in the south-west part of the City of London. The surrounding land use is predominantly residential in nature; however, lands to the south are generally open space and the property at the north-west corner of the intersection is zoned as commercial. The intersection of Southdale Road West and Boler Road accommodates 13,500 vehicles per day.

DISCUSSION

Project Description

The intent of this study is to explore various geometric design and intersection control options, and develop a functional design plan for the preferred intersection design. The study area for the review is mainly bounded by Byron Hills Drive to the east, Optimist Park Drive to the north, and Bramblewood Place to the west.

The existing three-legged intersection is stop controlled on all approaches. Southdale Road West is designated as an arterial roadway and runs east-west in the vicinity of the subject site. The posted speed limit in the vicinity of the site is 60 km/h. Boler Road is a collector roadway and runs north-south with a posted speed limit of 60 km/h in the vicinity of the site. The Official Plan includes a provision for a forth leg of the intersection extending to the south-east and connecting into Colonel Talbot Road north of Pack Road. The forth leg is part of a 20-30 year plan and although accommodations will be made it will not be reflected in the current design. A map of the study area is displayed in Figure 1.

Figure 1: Southdale Road and Boler Road Intersection

The EA will identify 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, transit vehicles and motorists.

The study will provide justification for the preferred design alternative at the subject intersection. The design will need to reflect both the existing and planned land use, urban form and transportation contexts. Goods movement needs within the corridor, should be considered along with passenger transportation needs.

Installation of a roundabout as an alternative traffic control measure will be considered for this location. A preliminary analysis indicates that a roundabout design would provide sufficient carrying capacity for future traffic volumes and growth needs. The subject intersection will be designed to accommodate the high volumes of vehicle traffic in a safe and efficient manner.

The primary deliverables from this environmental assessment include:

- recommend the appropriate geometric design concept and future improvements for intersections to mitigate future deficiencies, accommodate increased traffic demand, and improve safety;
- determination of the appropriate right-of-way and property requirements;
- coordinate with planned commercial development on the northwest corner;
- coordination of underground service needs;
- document in a clear and transparent manner the process undertaken and provide formal documentation and presentations.

Funding of this project is through TS1650, Minor Roadworks on Arterial Roadways, which is a Transportation Growth Account identified in the Development Charges Background Study for localized road improvements such as this.

Consultant Selection

The consultant acquisition process used a two-stage process beginning with an open advertised request for qualifications. Based on the received submissions, a shortlist of three consulting firms was created. Dillon Consulting, MTE Consultants and CIMA were short-listed and asked to submit detailed proposals and work plans. Two firms responded with written proposals including a summary of the project tasks, schedule, and costs. CIMA did not deliver their proposal by the deadline specified in the Request for Proposal document and as a result their proposal was rejected. An evaluation committee reviewed the remaining 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 Dillon Consulting Limited provides the best value to the City. Dillon Consulting Limited 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. Dillon Consulting Limited is familiar with City staff and procedures through recent work on other multi-disciplinary City assignments.

CONCLUSION

The need for this Environmental Assessment has been identified as a result of the rising traffic volumes and developments in the area. 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, transit vehicles and motorists.

Recommendation

Based on the thorough consultant procurement process, it is recommended Dillon Consulting Limited be awarded the consulting assignment for the Southdale Road and Boler Road Intersection Improvements Environmental Assessment study at an upset amount of $134,732.40 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:	**REVIEWED & CONCURRED BY:**
DOUG MACRAE, P.ENG. **DIVISION MANAGER** **TRANSPORTATION PLANNING & DESIGN**	**EDWARD SOLDO, P.ENG.** **DIRECTOR** **ROADS AND TRANSPORTATION**

RECOMMENDED BY:
JOHN BRAAM, P.ENG. **MANAGING DIRECTOR,** **ENVIRONMENTAL & ENGINEERING** **SERVICES AND CITY ENGINEER**

Attach: Appendix “A” – Sources of Financing

c. Kevin Welker, Dillon Consulting Limited (130 Dufferin Avenue, Suite 1400, London, ON N6A 5R2)
Pat Shack