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<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON OCTOBER 6, 2014</b>
<b>FROM:</b>	<b>JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>HAMILTON ROAD AND Highbury AVENUE INTERSECTION IMPROVEMENTS ENVIRONMENTAL ASSESSMENT STUDY APPOINTMENT OF CONSULTING ENGINEER</b>

<b>RECOMMENDATION</b>
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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 Hamilton Road and Highbury Avenue Intersection Improvements Environmental Assessment:

- a) Dillon Consulting Limited, **BE APPOINTED** Consulting Engineers to complete the Environmental Assessment Study for the Hamilton Road and Highbury Avenue Intersection Improvements, in the amount of \$184,996.90 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.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Strategic Priorities and Policy Committee – June 23, 2014 – Approval of 2014 Development Charges By-Law and DC Background Study.

<b>BACKGROUND</b>
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**Purpose**

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

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**Context**

This EA is required to implement transportation infrastructure improvements for the Hamilton Road and Highbury Avenue Intersection. Due to the rising traffic volumes and growth in the City, the need for an improved capacity and traffic control at the intersection has been identified. The need and justification for the intersection improvement was identified as part of the 2030 Smart Moves Transportation Master Plan (TMP) and carried forward into the recent update of the City of London’s Development Charges Background Study.

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 diverse interests.

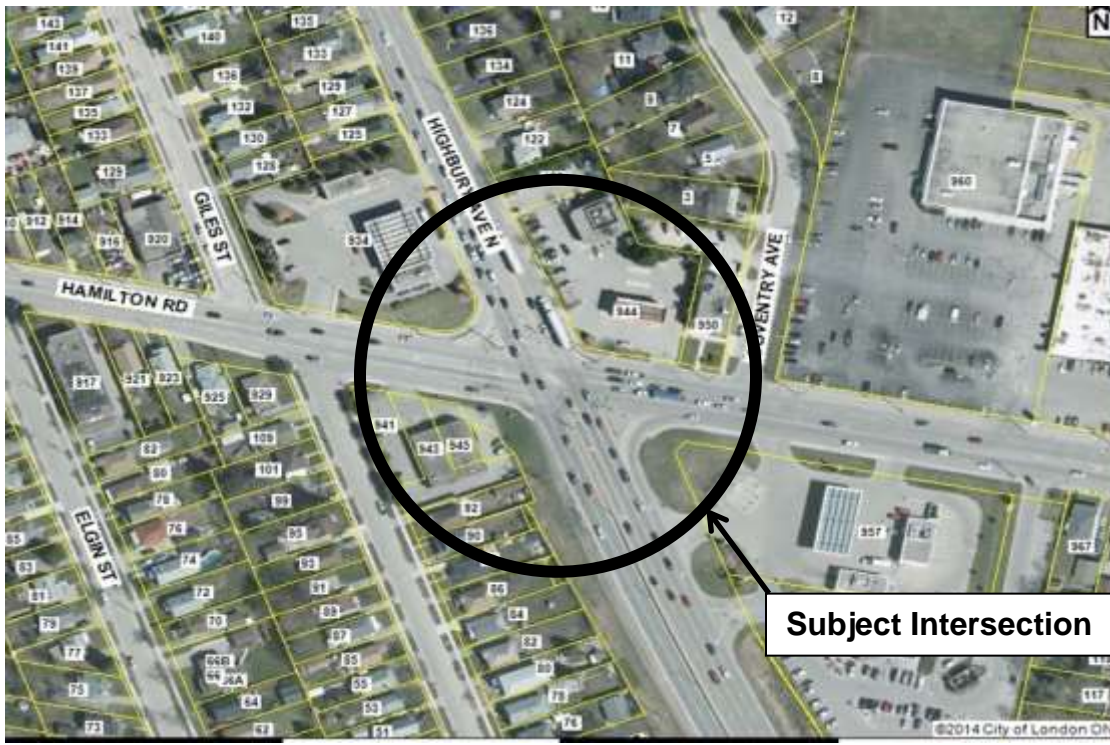
<b>DISCUSSION</b>
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**Project Description**

The intent of this study is to explore various geometric designs and intersection control options, and develop a functional and preferred design plan for the intersection.

The Hamilton Road and Highbury Avenue Intersection is situated in south-eastern London. The surrounding land use is predominantly commercial in nature. A map of the study area for this intersection is displayed in Figure 1.

**Figure 1: Hamilton Road and Highbury Avenue Intersection**



Highbury Avenue north of Hamilton Road is classified as an arterial roadway carrying approximately 34,000 vehicles per day. Highbury Avenue transitions to a freeway to the south accommodating approximately 45,000 vehicles per day. The posted speed limit is 100 km/hr to the south transitioning to 50 km/hr to the north. Highbury Avenue is four lanes wide throughout with turn lanes and center medians.

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Hamilton Road is classified as an arterial roadway carrying approximately 24,000 vehicles per day east of Highbury Avenue and approximately 20,000 vehicles per day west of Highbury Avenue. Hamilton Road is four-lanes wide throughout with center left-turn lanes. Both approaches have a posted speed limit of 50 km/hr.

In February 2008, a traffic study was completed for the Highbury Avenue and Hamilton Street intersection. The study confirmed that the subject intersection is congested; queues in excess of 100m are forming during the peak hours. There are also more collisions occurring than are predicted for this type of signalized intersection. The study outcome was a series of recommendations, which will be closely analyzed as part of the environmental assessment study, to determine the most suitable design solution for the subject intersection.

The need for this intersection improvement was identified as part of the 2030 Smart Moves TMP and carried forward into the most recent update of the City of London's Development Charges Background Study. It is recommended to implement the improvements for Hamilton Road and Highbury Avenue Intersection by 2019. The EA is being initiated now to accommodate project timelines including property acquisition and utility relocations.

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. The subject intersection will be designed to accommodate the high volumes of vehicle traffic in a safe and efficient manner. Goods movement needs within the corridor will be considered along with passenger transportation needs.

The primary deliverables from this environmental assessment include:

- recommendations for the appropriate geometric design concept to accommodate increased traffic demand, and improve safety;
- determination of the appropriate right-of-way and property requirements;
- coordination with commercial development in the area;
- coordination of underground service needs;
- an Environmental Study Report that documents in a clear and transparent manner the process undertaken.

### **Consultant Selection**

The consultant procurement process used a thorough two-stage process beginning with an open advertised request for qualifications. Based on the received submissions, three consulting firms were selected. Dillon Consulting, Robinson Consultants and Stantec Consulting Ltd. were asked to submit detailed proposals and work plans. All firms responded with written proposals including a summary of the project tasks, schedule, and costs. An evaluation committee reviewed all 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 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 is familiar with City staff and procedures through recent work on other multi-disciplinary City assignments.

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In accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy, Civic Administration is recommending Dillon Consulting be appointed as the consulting engineer for the Environmental Assessment. The submission from Dillon Consulting includes a fee submission that indicates that the EA study can be completed within the funds available in the project account. Dillon will be considered for future design and construction phases if project performance is positive.

<b>CONCLUSION</b>
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The need for this Environmental Assessment has been identified as a result of rising traffic congestion due to the growth of the City. 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.

Based on the thorough consultant procurement process, it is recommended Dillon Consulting Limited be awarded the consulting assignment for the Hamilton Road and Highbury Avenue Intersection Improvements Environmental Assessment study at an upset amount of \$184,996.90 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.

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

Attach: Appendix "A" – Sources of Financing

- c. Brian Huston, Dillon Consulting Limited, 130 Dufferin Avenue, London, ON, N6A 5R2  
Pat Shack