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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 23, 2015
FROM:	JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	FANSHAWE PARK ROAD & RICHMOND STREET 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 Fanshawe Park Road & Richmond Street Intersection Improvements Environmental Assessment Study:

- (a) Dillon Consulting Limited, **BE APPOINTED** Consulting Engineers to complete the Environmental Assessment Study of the said project in the amount of \$179,137.20 (excluding H.S.T.), 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
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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.

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BACKGROUND

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to undertake the Fanshawe Park Road & Richmond Street 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 growth in the City, the need for 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 people with a number of diverse interests.

DISCUSSION

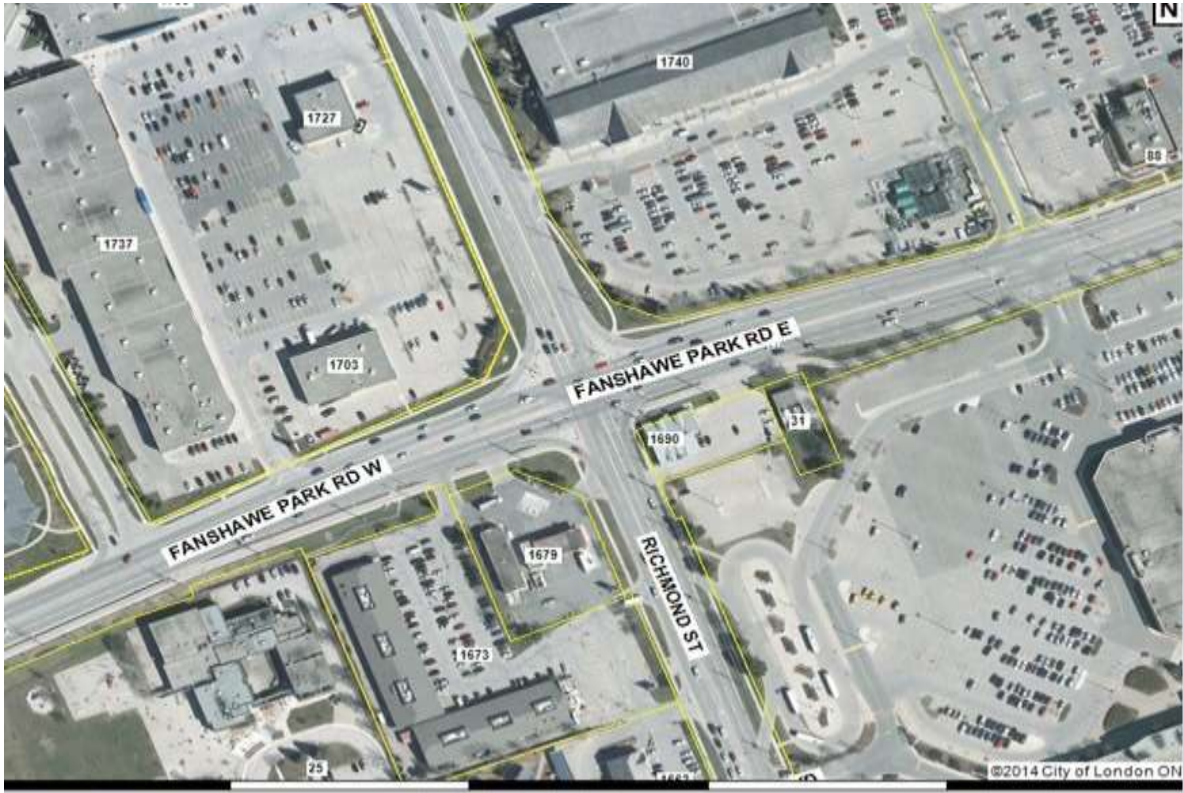
Project Description

The intent of this study is to explore various geometric design and intersection configuration alternatives, and to develop a preliminary design plan for the preferred alternative for the intersection.

The Fanshawe Park Road & Richmond Street intersection is situated in the north-central part of the City. The surrounding land use is predominantly commercial in nature. A map of the study area for this intersection is displayed in Figure 1.

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Figure 1: Fanshawe Park Road & Richmond Street Intersection



Richmond Street is a four-lane major arterial road that runs north/south and serves as a “Gateway” into the City from Highway 4 to the north. North of Fanshawe Park Road, Richmond Street carries approximately 17,000 vehicles per day and 26,000 to 37,000 vehicles south of Fanshawe Park Road. The posted speed limit on Richmond Street in the vicinity of the subject intersection is 60 km/h. Richmond Street is identified as a primary commuter route in the 2005 London’s Bicycle Master Plan and a major rapid transit corridor as recommended in the 2030 Smart Moves Transportation Master Plan (TMP).

Fanshawe Park Road is a four-lane arterial road extending east/west across the north end of the City, carrying approximately 33,000 vehicle per day east/west of Richmond Street. The posted speed limit on Fanshawe Park Road in the vicinity of the subject intersection is 60 km/h.

The London 2030 Transportation Master Plan identified Richmond Street as a potential Rapid Transit corridor between Masonville Mall and Downtown and recommended the widening of Richmond Street and Fanshawe Park Road in the vicinity of the intersection to six through lanes. The Transportation Development Charges Background Study recommends implementation of the improvements for Fanshawe Park Road & Richmond Street in 2018.

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. It is essential that this study is coordinated with Shift, the Rapid Transit Initiative currently underway in order to ensure consistency for the

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recommended intersection improvements particularly in the southern leg of the intersection.

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. The subject intersections will be designed to accommodate the high volume of various road users in a safe and efficient manner.

The primary deliverables from this environmental assessment include:

- development of alternatives and preliminary design of the preferred geometric design concept and future improvements for intersection to mitigate future deficiencies, accommodate increased traffic demand, and improve safety;
- determination of the appropriate right-of-way and property requirements;
- 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 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, Robinson Consultants and Stantec Consulting Ltd. were short-listed and 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 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.

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.

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CONCLUSION

The need for the environmental assessment has been identified as a result of the increasing 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 people of all ages and abilities to walk, cycle, ride transit and drive cars. It is also crucial that the recommendations of this study be consistent with the preliminary design of rapid transit on Richmond Street for the section south of Fanshawe Park Road.

Based on the thorough consultant procurement process, it is recommended Dillon Consulting Limited be awarded the consulting assignment for the Fanshawe Park Road & Richmond Street Intersection Improvements Environmental Assessment study at an upset amount of \$179,137.20 (excluding H.S.T.).

Acknowledgements

This report was prepared with the assistance of Maged Elmadhoon, M.Eng., P.Eng., Manager Transportation Planning and Max Kireev, C.E.T., Technologist II of the Transportation Planning & Design Division.

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

Attach: Appendix "A" – Source of Financing

- c. B Huston, Dillon Consulting Limited, 130 Dufferin Ave., London, ON, N6A 5R2
Pat Shack, Engineering Administration