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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON SEPTEMBER 9, 2015
FROM:	JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	KILALLY ROAD IMPROVEMENTS PHASE 1 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 consulting engineer to carry out the Killaly Road Improvements, Phase 1 Project:

- (a) Development Engineering Ltd. **BE APPOINTED** Consulting Engineers to complete the detailed design of the said project in the amount of \$115,410 (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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- Strategic Priorities and Policy Committee - May 11, 2015 – Growth Management Implementation Strategy (GMIS): 2016 Annual Review & Update
- Planning and Environment Committee - July 20, 2015 – Edge Valley Subdivision (39T-05505) Extension of Draft Approval

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BACKGROUND

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to undertake the detailed design and tendering for the Kilally Road Improvements Phase 1 Project: Kilally Road from 175m west of Webster to 225m east of Webster; Webster Road from Kilally to approximately 130m south.

Context

The City of London is responsible for a transportation system that promotes the movement of goods and services to strengthen our economic growth and provides for sustainable transportation mobility choices for residents that improve our quality of life. Building new Growth Management Implementation Strategy (GMIS) transportation infrastructure as London grows is part of Council’s Strategic Plan.

The Kilally Road Improvements Phase 1 is identified in the GMIS. The Transportation Development Charge Background Study recommended a two lane upgrade to this road section in the year 2016. The project supports the development of the Edge Valley Subdivision. The status of the development will be monitored during the design phase and project construction coordinated with the development need.

DISCUSSION

Project Description

Kilally Road is classified as an arterial road, and currently has a posted speed limit of 60km/h between Highbury Avenue and Webster Street, and 70km/h east of Webster Street to beyond the project limits. There are a number of concerns with the vertical alignment of Kilally Road near Webster Street, as the road grade is in excess of the maximum standard for arterial roads. This presents safety concerns associated with poor sightlines and insufficient safe stopping distances. An aerial image showing the sections of Kilally Road and Webster Street located within the project limits is presented in Figure 1.

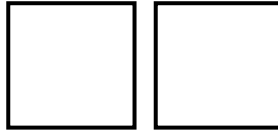


Figure 1: Project Area



The project will improve the profile of Kilally Road by a combination of raising and lowering the existing road profile. The Edge Valley Subdivision development plans a road connection to Kilally Road opposite the Webster Street intersection. The construction of this project will support the development by establishing the ultimate Kilally Road profile to connect to and will eliminate the need for temporary grading of the new side road. The project will also construct the turn lanes required for the future intersection.

The project limits extend along Kilally Road from approximately 175m west of Webster Street to 225m east of Webster Street. Due to the proposed grade change on Kilally Road, Webster Road also requires reprofiling and associated improvements from Kilally Road approximately 130m southerly.

The Kilally Road project phasing was introduced in the previous Development Charges Background Study process through consultation with the adjacent developer to address the development related needs in the near-term. Phase 2 of the Kilally Road Improvements Project comprises improvements easterly to Clarke Road. The implementation of Phase 2 is identified for implementation in 2030 in the Development Charges Background Study.

The primary components that will be incorporated in this assignment include:

- detailing of new centerline profiles for Kilally Road and Webster Street;
- provision of localized turn lanes, bike lanes, and sidewalks where necessary to balance the requirements of all current and potential users of all ages and abilities within the community;
- coordination of underground service needs, including sanitary sewer extensions, as needed;
- addition of approximately 400m of watermain to service future growth;
- stormwater management (SWM) analysis and design;
- co-ordination with the geotechnical sub-consultant who will provide recommendations for subsurface design parameters for services and pavements;

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- property acquisition support for both the acquisitions and the consent-to-enter agreements that may be required for utility relocations and retaining wall construction; and,
- preparation of the complete tender package, including advertisement, review of the submitted tenders for completeness, and contractor recommendation.

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. AGM Engineering Ltd., Development Engineering Ltd., and WSP Canada Inc. 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 the submissions for the project.

Based on the evaluation criteria and best value based selection process identified in the Request for Proposals, the evaluation committee determined that the proposal from Development Engineering provides the best value to the City. Development Engineering has an experienced project team that had a clear understanding of the project scope and requirements. Their past proven experience on similar projects, combined with a project proposal that confirmed a thorough understanding of the goals and objectives, demonstrated their suitability for the undertaking. Development Engineering 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 Development Engineering be appointed as the consulting engineer for the detail design. The submission from includes a fee submission that indicates that the detail design can be completed within the funds available in the project account. Development Engineering will be considered for the future construction administration phase if project performance is positive.

CONCLUSION

Kilally Road Improvements, Phase 1 is identified in the GMIS. The Development Charge Background Study recommended a two lane upgrade to this road section in the year 2016 to support the development of the Edge Valley Subdivision. Initiation of detail design is required now to meet this schedule. The construction timing will be confirmed in coordination with the development need.

Major works may include the establishment of a new ultimate centerline profile, drainage, sewer and watermain works, localized turning lanes, bike lanes, sidewalks, and street lighting. The design will balance the requirements of all current and potential users of all ages and abilities within the community, including pedestrians, cyclists and motorists.

Based on the thorough consultant procurement process, it is recommended that Development Engineering be awarded the consulting assignment for the detailed design of Kilally Phase 1 at an upset amount of \$115,410 (excluding H.S.T.).

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Acknowledgements

This report was prepared with the assistance of Josh Wilson, M.Eng., Engineer-in-Training and Ted Koza, P.Eng., Transportation Design Engineer, both 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. J Thomas, Development Engineering Ltd., 71-41 Adelaide St. N, London, ON, N6B 3P4
Pat Shack, Engineering Administration