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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 5, 2016
FROM:	JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	ADELAIDE STREET / CANADIAN PACIFIC RAILWAY GRADE SEPARATION ENVIRONMENTAL ASSESSMENT 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 Adelaide Street / Canadian Pacific Railway (CPR) Grade Separation project:

- (a) MMM Group Limited **BE APPOINTED** Consulting Engineers to complete the Environmental Assessment (EA) for the said project in the amount of \$375,078.00 (excluding HST) in accordance with Section 15.2 (d) 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 including rail-related agreements, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Civic Works Committee – October 28, 2013 – Adelaide Street / Canadian Pacific Railway Grade Separation Report
- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan

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- Environment and Transportation Committee – November 28, 2005 – Priority Setting Factors for Future Rail / Road Grade Separations

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by improving mobility for cyclists, transit, automobile users and pedestrians. A new road-rail grade separation on this important north south arterial roadway will improve travel by managing congestion and increasing roadway safety. The implementation of the grade separation will also improve the reliability of the local transit service and provide a vital roadway network improvement that is integral to the rapid transit project.

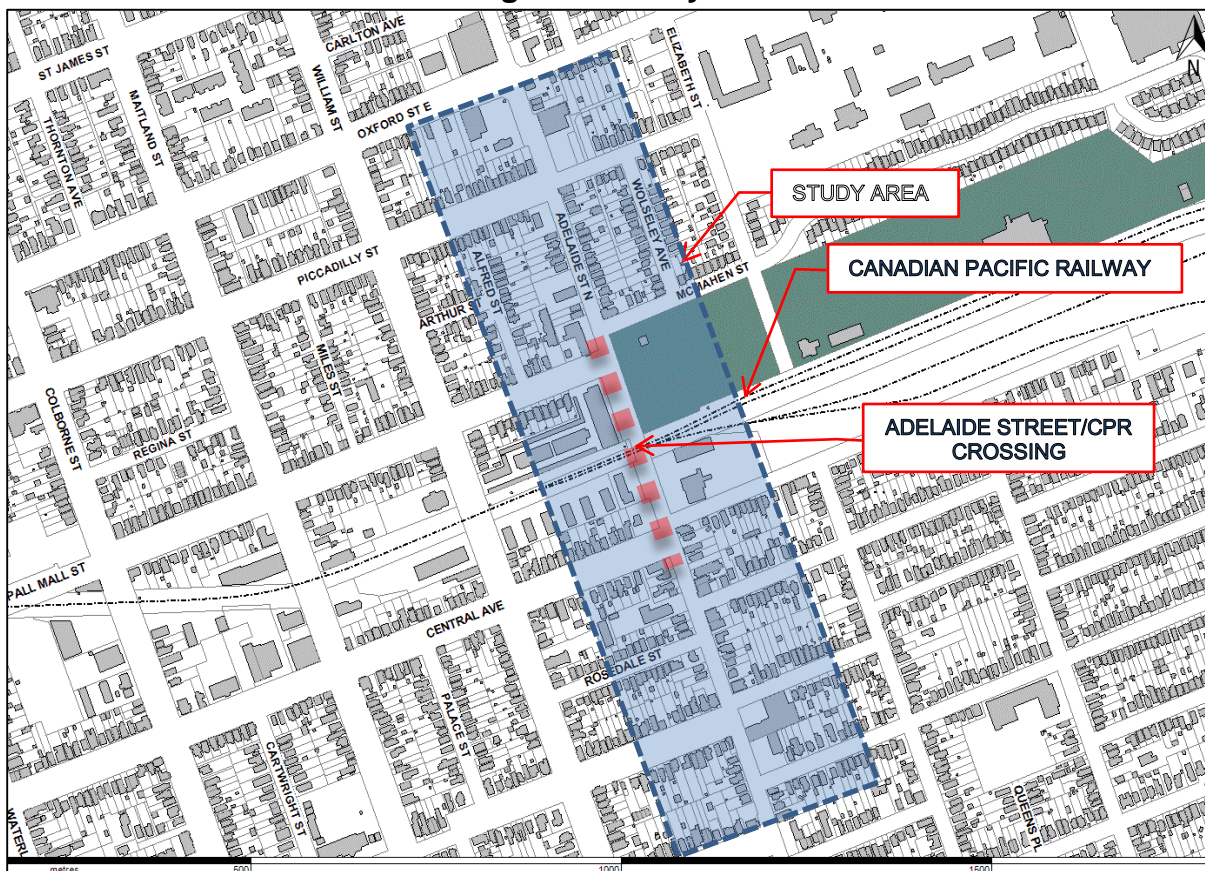
BACKGROUND

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to undertake a Municipal Class Environmental Assessment (EA) for the anticipated road-rail grade separation of Adelaide Street North at the Canadian Pacific Railway (CPR) crossing near Central Avenue.

The study area is located in central London, south of Oxford Street East and just west of the CPR rail yard. The general area is illustrated in Figure 1.

Figure 1: Study Area



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Adelaide Street is a major four-lane north-south arterial road which accommodates an average of 25,500 vehicles per day at the CPR crossing. The Adelaide Street / Canadian Pacific Railway crossing north of Central Avenue has previously been identified as the City's highest priority new rail-road grade separation candidate site. The CPR main line crossing comprises two tracks on the limit of the CPR rail yard that exists on the east side of Adelaide Street, north of Central Avenue and reduces to a single track west of Adelaide Street before William Street.

Context

The Adelaide Street / CPR Grade Separation project has been identified in the 2014 Transportation Development Charges Background Study with the recommendation for construction in 2031. The EA is being initiated now to develop a solution, identify impacts, create proactive opportunities for mitigation, integrate the improvement with the Shift Rapid Transit initiative and will prepare the project with respect to future infrastructure funding programs. Due to the area's strategic location, the Smart Moves 2030 Transportation Master Plan (TMP) also identifies the need for traffic capacity optimization and transit priority on this corridor.

The 2005 prioritization study that evaluated level crossings in London indicated that the Adelaide/CPR crossing met the Transport Canada rail exposure index warrant for a grade separation. More recently in 2013, the City completed a monitoring program of this crossing, observing 25 to 43 daily road blockages resulting in total road delays of 106 to 126 minutes per day and an average of eight (8) blockages per day that extended for more than five (5) minutes. Road blockages result in the queuing of southbound traffic well past Oxford Street and northbound traffic past King Street.

The traffic delays create cut-through traffic onto local streets in the area as drivers attempt to find alternate routes to their destinations. Road blockages also create a concern for emergency services. There is no grade separated crossings of the CPR in the downtown area between Talbot Street and Quebec Street and long trains can block this entire distance. The 2013 monitoring program results indicated a greater grade separation warrant at this location than previously considered in 2005 due to the additional road blockages created by railway shunting. The safety concerns related to pedestrians crossing multiple tracks and the opportunity to create an uninterrupted north-south corridor for emergency vehicles, makes this level crossing location the city's highest priority for a new grade separation.

DISCUSSION

Project Description

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, rail, transit vehicles and motorists. The design will need to reflect both the existing and planned land use, urban form and transportation contexts. Trade-offs between features should reflect the long-term objectives for the street and surrounding areas. Goods movement needs within the corridor, including both designated routes and access for local deliveries, should be considered along with passenger transportation needs.

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The CPR, Mileage 113.73 Galt Subdivision is a critical link servicing as many as 25 trains daily. The railway line is an important economic corridor linking industries within London to the larger economy in Ontario and North America. CPR's long term needs are to be confirmed including the necessity for the second rail crossing at this location. The significant rail traffic volume limits options available for design and construction. A temporary rail diversion may be necessary to facilitate the grade separation.

The CPR is a defining feature of the neighbourhood and creates a strong boundary. The tracks pass through the central portion of the study area on Adelaide Street.

The primary components that will be incorporated in the EA will include:

- the determination of the appropriate right-of-way and property requirements;
- the appropriate geometric design concept and future improvements for intersections associated with the Adelaide Street/CPR Grade Separation to mitigate future deficiencies, accommodate increased traffic demand, and improve safety;
- a functional and visually attractive preliminary design concept that mitigates community impacts while incorporating vehicular lanes, cycling facilities, sidewalks and transit to appropriately accommodate the speed and safety of travel for motorists, cyclists and pedestrians;
- collaboration with CPR to develop a solution which is feasible to implement and agreeable to all stakeholders;
- public and stakeholders engagement to allow public input throughout the study process and ensure active involvement developing the recommendations for improvements of Adelaide Street; and
- clear and transparent documentation for public review.

Consultant Selection

The consultant selection process has been undertaken in accordance with the City's Purchasing and Procurement Policy. WSP Global Inc., Morrison Hershfield Group, Amec Foster Wheeler Group and MMM Group Limited were selected and requested to submit detailed proposals and work plans. Three of the four 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 selection process identified in the Request for Proposal, the evaluation committee determined the proposal from MMM Group Limited provides the best value to the City.

MMM has an experienced project team that exhibited a clear understanding of the project scope and requirements. Their proven experience on similar projects of this nature, combined with a project proposal that confirmed a thorough understanding of the goals and objectives, illustrated their expertise for this undertaking. The consultant project team is familiar with unique challenges presented in this project having been involved in several past and present projects in the area.

In accordance with Section 15.2 (d) of the Procurement of Goods and Services Policy, Civic Administration is recommending MMM be appointed as the consulting engineer for the EA. The submission from MMM includes a fee submission that indicates that the EA can be completed within the funds available in the project account.

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CONCLUSION

The need for this EA has been identified as a result of significant traffic delays and findings confirming the grade separation warrant and a previous recommendation to prioritize this project. Commencement of the EA study in early in 2016 will develop a solution, identify impacts, create opportunities for proactive mitigation and better position the project closer to “shovel ready” status for any appropriate infrastructure funding opportunities from senior government. The EA will also review the timing of the project in relation to the implementation of the Shift Rapid Transit initiative.

Based on the technical evaluation of the proposals, it is recommended that MMM Group Limited be awarded the consulting assignment for the Adelaide Street / CPR Grade Separation EA at an upset amount of \$375,078.00 (excluding HST).

Acknowledgements

This report was prepared with the assistance from Ardian Spahiu, P.Eng., Transportation Design Engineer and Karl Grabowski, P. Eng., Transportation Design Engineer within 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 – Sources of Financing
- c. Michael Chiu, P.Eng.; MMM Group Limited (2655 North Sheridan Way, Suite 300, Mississauga, ON, L5K 2P8)
 - Geoff Smith, CSCMP, Purchasing and Supply Chain
 - Pat Shack, Finance