

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON FEBRUARY 5, 2019</b>
<b>FROM:</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>ENVIRONMENTAL ASSESSMENT AND DESIGN SERVICES DINGMAN DRIVE EAST OF WELLINGTON ROAD TO HIGHWAY 401 AND AREA INTERSECTIONS 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 environmental assessment for Dingman Drive from east of Wellington Road to Highway 401, Exeter Road/Wellington Road intersection and Dingman Drive/White Oak Road intersection and design of localized minor roadworks at the Exeter Road/Wellington Road intersection:

- (a) AECOM Canada Ltd, **BE APPOINTED** Consulting Engineers for the project in the amount of \$431,324.00 (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** in accordance with 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>2015-19 STRATEGIC PLAN</b>
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The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City*. The proposed Dingman Drive widening project, and improvements to Exeter Road/Wellington Road Intersection and Dingman Drive/White Oak Road Intersection are part of a strategic program of road improvements to provide improved mobility, capacity and safety for all road users.

<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 environmental assessment (EA) for the widening of Dingman Drive from east of Wellington Road to Highway 401 from two lanes to four lanes and road improvements to Exeter Road/Wellington Road Intersection & Dingman Drive/White Oak Road intersection. 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.

**Context**

The City requires a Municipal Class Environmental Assessment (EA) study for the anticipated road improvements in the study area. The EA is essential in order to proceed with the implementation strategy of transportation infrastructure needs for the Dingman Drive corridor, as recommended in the 2019 Development Charges Background Study currently in development.

The EA study will identify the needs and balance the requirements of the full range of potential users within the commercial/industrial area including motorists (light and heavy vehicles), pedestrians, cyclists, and transit vehicles. The design will need to reflect both the existing and planned land use, urban form and Complete Streets Design Manual. The EA will also evaluate implementation strategy, opportunities and constraints, needs, impacts, costs, and required mitigation measures.

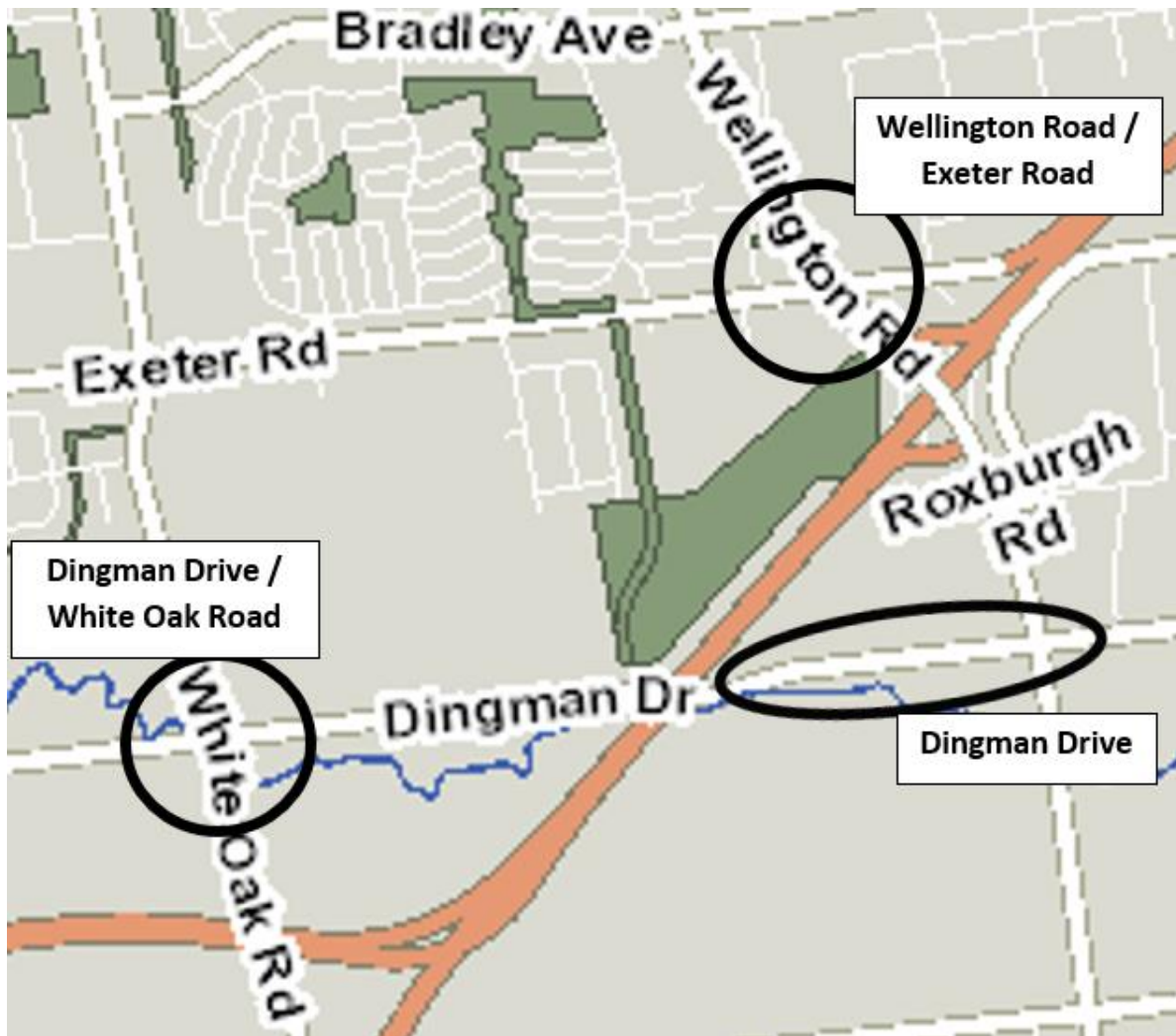
The EA must integrate technical considerations, public and stakeholder input, transportation engineering, structural engineering, land use planning, and urban design to develop a balanced and implementable solution.

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

The Dingman Drive widening project is being considered as a priority project in the 2019 Transportation Development Charges Background Study (DCBS) currently in development due to the potential London Gateway development located at the southwest corner of Wellington Road and Highway 401. This development is expected to add a large amount of new retail and is anticipated to be completed in phases in the near term. Due to the anticipated large traffic volume generated by the development, improvements are required to widen Dingman Drive from 150 m east of Wellington Road to just east of Highway 401 overpass from two to four through lanes. The development will also have a direct impact on the intersections of Wellington Road & Exeter Road which will need to be assessed as part of this EA study. The intersection of Dingman Drive and White Oak Road is recommended for review as well.

It is worth noting that the Ministry of Transportation (MTO) is also reviewing opportunities to replace the Dingman Drive bridge over Highway 401 as part of a life-cycle renewal project. As part of the overpass replacement, consideration for a widened four-lane structure will be made. A map of the study areas is displayed below:



### Environmental Assessment Study Areas

The intent of this EA is to explore various geometric design alternatives and develop a functional plan for the preferred designs. These alternatives will be evaluated using a range of criteria including impacts on the traffic, natural, social, cultural, and economic environments. The study corridor design should accommodate high volumes of vehicular traffic, be cycling and pedestrian supportive and provide safe access to the adjacent land uses.

The proposed EA will:

- Identify corridor improvements including intersection improvements as per the Complete Streets Design Manual, and other traffic capacity improvements;
- Coordination with the proposed development northwest of the Dingman Drive and Wellington Road intersection;
- Stormwater improvements, including urban treatment areas;
- Coordination with underground utilities (including but not limited to water, wastewater, storm, hydro, etc.);
- Urban design improvements to the corridor;
- Lighting/technology features;
- Identify property needs and cost estimates;
- Review and assess the transportation impact studies conducted for various developments in the area;
- Determine and recommend the appropriate right-of-way/ways and property requirements to accommodate the future widening of the subject section of

Dingman Drive including a potential roundabout at White Oak Road intersection and traffic capacity and geometric design improvements to the Wellington Road & Exeter Road intersection as per the London Plan and Complete Streets Design Manual;

- Evaluate cultural heritage resources;
- Engage the public and stakeholders to allow public input throughout the study process and ensure active involvement in developing the recommendations; and,
- Document in a clear and transparent manner the process undertaken and provide formal documentation and presentations.

Since the first phase of the proposed London Gateway development northwest of the Dingman Drive and Wellington Road intersection is tentatively scheduled to be opened in 2020, schedule and completion of this EA in a timely matter is very important.

### **Exeter Road & Wellington Road Intersection Minor Roadworks Design**

Although the proposed EA will determine the long-term recommendations for the intersection improvements and replacement of underground services, localized minor roadworks are required in order to accommodate potential traffic generated by the London Gateway development. The required network improvements have already been identified in the transportation study conducted on behalf of the developer. This assignment includes the detailed design of the minor roadworks at the Wellington Road / Exeter Road intersection. The following are the key recommendations:

- An additional northbound left turn lane (for dual left turn lanes);
- Conversion of the exclusive northbound right turn lane into a shared through-right turn lane; and,
- Removal of right-turn lane islands.

The primary deliverables from this detailed design assignment include field investigations, design, approvals, and contract preparation. Particular focus areas for the assignment include:

- Traffic staging and construction access;
- Traffic signal design;
- Coordination of private utility relocation such as hydro poles where required;
- Provision for all road users including pedestrians, cyclists and truck traffic;
- Integration of landscaping / restoration; and,
- Businesses access.

Implementation is planned to begin in late 2019 or early 2020. The need to start the detailed design immediately has been deemed important in order to meet the opening date of the first phase of the proposed London Gateway development indicated in 2020. The potential increase in traffic emphasizes the need to expedite the process to complete the required road improvements in a timely matter.

### **Consultant Selection**

The consultant selection process has been undertaken in accordance with the Procurement of Goods and Services Policy. The procurement followed the two stage process with the first stage being an open, publicly advertised expression of interest/pre-qualification stage (REOI/RFQUAL). Subsequently, a shortlist of six consultants were selected out of 11 RFQUAL consultant submissions. IBI Group,

Parsons Inc., AECOM, Stantec Consulting Ltd., WSP, and CIMA+ 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 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 AECOM Canada Ltd provides the best overall value to the City.

AECOM Canada Ltd has an experienced project team that exhibited a clear understanding of the project scope and requirements. Their 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 the challenges presented in this project having been involved in several past projects in the area and across London.

In accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy, the civic administration is recommending AECOM Canada Ltd be appointed as the consulting engineer for the EA. The submission from AECOM Canada Ltd includes a fee submission that indicates that the EA and intersection design can be completed within available funds.

<b>CONCLUSION</b>
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The EA for Dingman Drive widening and related intersections will provide alternative assessment and preliminary design for the preferred improvements to the existing roads. The preferred design will need to reflect both the existing and planned land use, urban form, and transportation contexts. The need for this environmental assessment and associated minor roadworks have been identified in coordination with the proposed London Gateway development and the anticipated high traffic volumes in the area.

Based on the technical evaluation of the proposals, it is recommended that AECOM Canada Ltd be awarded the consulting assignment for the environmental assessment and design of minor short-term roadworks. The consultant assignment is valued at an upset amount \$431,324.00 (excluding HST).

**Acknowledgements**

This report was prepared with assistance from Maged Elmadhoon, M.Eng., P.Eng. Traffic and Transportation Engineer, of the Transportation Planning & Design Division.

<b>SUBMITTED BY:</b>	<b>RECOMMENDED BY:</b>
<b>DOUG MACRAE, P.Eng., MPA DIRECTOR, ROADS AND TRANSPORTATION</b>	<b>KELLY SCHERR, P.Eng., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES &amp; CITY ENGINEER</b>

Attach:           Appendix A – Sources of Financing

c:                   Peter McAllister, P.Eng., PMP, AECOM Canada Ltd