

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON APRIL 16, 2019
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	FANSHAWE PARK ROAD & RICHMOND STREET INTERSECTION DETAILED DESIGN AND TENDERING 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 for the Fanshawe Park Road and Richmond Street intersection improvements:

- (a) Dillon Consulting Limited **BE APPOINTED** Consulting Engineers for the detailed design and tendering at an upset amount of \$596,167 (excluding HST) in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy;
- (b) the financing for this appointment **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 appointment;
- (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 Development Charges Background Study.
- Civic Works Committee – March 23, 2015 – Environmental Assessment Study Appointment of Consulting Engineer
- Civic Works Committee – September 25, 2018 – Richmond Street and Fanshawe Park Road Intersection Improvements - Environmental Study Report

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by implementing and enhancing mobility choices for cyclists, transit, automobile users and pedestrians. The environmental assessment identifies the solution to improve operations and safety at this intersection.

BACKGROUND

Purpose

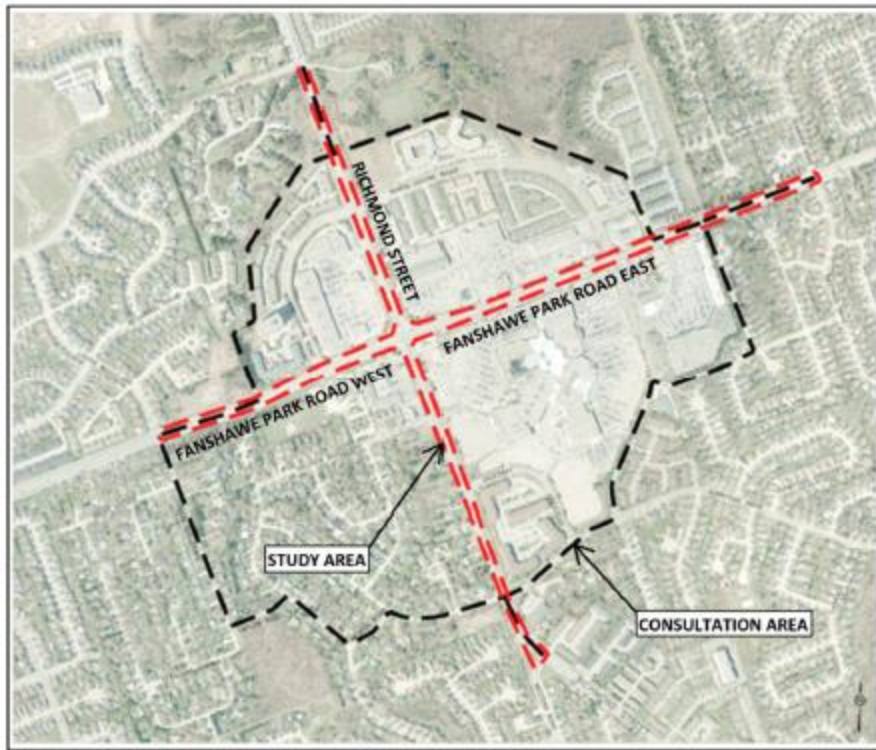
This report seeks the approval of the Municipal Council to retain an engineering consultant to complete the detailed design and tendering for the Fanshawe Park Road and Richmond Street intersection improvements.

Context

Fanshawe Park Road is four lanes wide and serves as a major east/west Urban Thoroughfare road. Richmond Street is a four-lane Civic Boulevard/Rapid Transit Boulevard and serves as a northern gateway into the City. Forming a primary link in London’s arterial road network, it connects the Masonville, Stoneybrook, Sunningdale and Uplands Planning Districts to London’s downtown. It also provides access to regional facilities including Western University. Improvements to the subject intersection provides enhanced cycling and pedestrian facilities, additional vehicular traffic capacity, and includes design features such as landscaping and urban design elements to be consistent with the transit village vision.

An Environmental Study Report (ESR), the result of a comprehensive Environmental Assessment (EA) for Fanshawe Park Road and Richmond Street intersection was completed in September 2018. The preferred design option for the intersection improvements improves traffic operations, better accommodates pedestrians, and is compatible with future potential rapid transit design, the “Main Street”, “Transit Village” and “Rapid Transit Boulevard” designations of the London Plan, and future widening of Fanshawe Park Road.

See below for a map illustrating the project study area.



Fanshawe Park Road & Richmond Street Intersection - Project Area

DISCUSSION

Project Description

The key design improvements of the intersection include westbound dual left turn lanes, northbound dual left turn lanes, northbound and eastbound right turn lanes as well as additional through lanes westbound and eastbound changing Fanshawe Park Road to six lanes in the vicinity of the intersection. The existing southbound and westbound right turn lanes and all right turn channelization will be removed. Other design features include improved pedestrian and cycling facilities, landscaping and urban design elements. The project preliminary design has been coordinated to seamlessly abut and operate with the current rapid transit design; however, the need and justification for this project is independent of the rapid transit project and the project can proceed as a standalone improvement.

Implementation timing is anticipated in 2022 based on the 2019 Transportation Development Charges Background Study (DCBS) with early preparations and infrastructure works such as complex property acquisition and utility relocations being completed as early as 2021. The award of the design at this time aims to maintain this project schedule.

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

- Detailed design for the subject intersection;
- Coordination of service needs, including expansion of existing and new infrastructure, and the transfer of the London Hydro system to underground plant;
- Stormwater management plan;
- Traffic signals and street lights design;
- Public consultation with stakeholders including local businesses;
- Securing all necessary approvals and permits;

- Property acquisition support for both the acquisitions and the consent-to-enter agreements;
- Preparation of utility plans and coordinate the installation of utilities; and
- Preparation of the complete tender package, including advertisement, review of the submitted tenders for completeness, and contractor recommendations.

Consultant Procurement

Dillon Consulting Limited was previously awarded the environmental assessment assignment through a competitive process involving a two-stage process beginning with an open advertised Request for Qualifications. Proposal submissions were received for the EA assignment from three consultants, in accordance with the City’s Procurement of Goods and Services Policy 15.2 (d). The process, which included a Request for Proposal (RFP), identified the selected consultant from a short list of engineering consultants based on evaluations from an inclusive City project team.

Due to the consultant’s knowledge and the positive performance on the project during the environmental assessment, Dillon Consulting Limited was invited to submit a proposal to carry out the detailed design and tendering of this project. Staff reviewed the fee submission in detail considering the hourly rates provided by each of the Consultant’s staff members. City staff have confirmed that hourly rates are consistent with those submitted through competitive processes. City staff also reviewed the time allocated to each project related task. The amount of time allocated to each project task is consistent with prior projects of a similar nature noting the unique complexities of this assignment. Appointment of Dillon Consulting Limited as the consulting engineer for the design phase creates efficiencies providing financial advantage to the City by eliminating duplication that would be required if another firm were introduced. The firm is familiar with City staff and procedures through recent work on other multi-disciplinary assignments.

In accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy, Civic Administration is recommending that Dillon Consulting Limited be authorized to carry out the detailed design and tendering of this project for a fee estimate of \$596,167.00 (excluding HST). The submission from Dillon Consulting Limited includes a fee submission that indicates that the detail design can be completed within the funds available in the project account.

The approval of this work will bring the value of the overall consulting assignment including the environmental assessment study to \$776,644.50 (excluding HST). Dillon Consulting Limited may be considered for future construction administration services subject to successful completion of this project phase.

<p>CONCLUSION</p>

The environmental assessment for Fanshawe Park Road and Richmond Street intersection improvements was completed by Dillon Consulting Limited. The environmental assessment was prepared with input from the impacted property owners and businesses, First Nations, relevant stakeholder groups, external agencies, utilities, and local property owners within the public consultation study area.

The detailed design will balance the requirements of all current and potential users of all ages and abilities by providing enhanced cycling and pedestrian facilities, additional vehicular traffic capacity, and landscaping and urban design elements consistent with

the transit village vision of this intersection. The project preliminary design has been coordinated to seamlessly abut and operate with the current rapid transit design; however, this project can also proceed independently.

Given their understanding of the project, it is recommended that Dillon Consulting Limited be awarded the consulting assignment for the detailed design and tendering of Fanshawe Park Road and Richmond Street intersection improvements in the amount of \$596,167 (excluding HST).

Acknowledgements

This report was prepared with assistance from Maged Elmadhoon, Traffic and Transportation Engineer in the Transportation Planning and Design Division.

SUBMITTED BY:	RECOMMENDED BY:
DOUG MACRAE, P.ENG., MPA DIRECTOR ROADS AND TRANSPORTATION	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER

Attachment: Appendix A – Source of Financing

cc. Brian Huston, P.Eng., Dillon Consulting Limited