



## **Scarborough Subway Extension Procurement Amendment Authorization**

**Date:** July 10, 2018  
**To:** TTC Board  
**From:** Chief Capital Officer

### **Summary**

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The purpose of this report is to request the Board's approval to amend the authorization amounts for design contract FE85-5B - Scarborough Centre Station. Scarborough Centre has been revised from an in-line to a terminal station, it has increased in size and complexity requiring additional design effort.

Current upset limit on the purchase order will be reached in October 2018 and the increase is required to progress the design to Stage Gate 3.

Failing to approve this increase will result in a delay to Stage Gate 3 submission to City Council in Q1 2019.

### **Recommendations**

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It is recommended that the Board:

1. Authorize a contract amendment to AECOM for contract FE85-5A – Sheppard East Station, decreasing the contract upset limit amount by \$26,000,000, bringing the total upset limit amount to \$37,000,000.
2. Authorize a contract amendment to AECOM for contract FE85-5B - Scarborough Centre Station, increasing the contract upset limit amount by \$26,000,000, bringing the total upset limit amount to \$58,000,000.

### **Financial Summary**

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The TTC's 2018-2027 Capital Budget includes an estimated cost of \$3.56 B for the Scarborough Subway Extension (SSE), including the SRT Life Extension and Demolition. On February 12-13, 2018, City Council approved \$424.33 million for the Scarborough Subway and \$109.08 million for the SRT Life Extension.

The project expenditures to date are \$95.89 million and \$30.75 million respectively.

<b>Contractor/ Contract</b>	<b>Authorized Contract Value</b>	<b>Expenditures</b>	<b>Previous Amendments</b>	<b>This Amendment</b>	<b>Revised Contract Value</b>
<b>AECOM FE85-5A</b> Sheppard East Station	\$63,000,000	\$1,054,942.04*	\$0	-\$26,000,000	\$37,000,000
<b>AECOM FE85-5B</b> Scarborough Centre Station	\$32,000,000	\$20,029,880.07**	\$0	\$26,000,000	\$58,000,000

\* Expenditures for FE85-5A are to February 29, 2016, and no further work has been authorized for this contract.

\*\* Expenditures for FE85-5B are to May 25, 2018.

The Chief Financial Officer has reviewed this report and agrees with the financial summary.

## **Equity/Accessibility Matters**

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The SSE is being designed to be accessible in accordance with the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and the Ontario Building Code.

## **Decision History**

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The design scope of the two stations awarded to AECOM (Sheppard East \$63M and Scarborough Centre \$32M) are varied, as one was a terminal station and the other an in-line station. Sheppard East included a launch shaft, tail track, crossovers and a larger bus terminal. The budget estimates for these scope definitions were used as the basis to determine the consultant fees for each station contract in May 2015.

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2015/May 27/Reports/Procurement Authorization Station Design Services Contract F.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2015/May%2027/Reports/Procurement%20Authorization%20Station%20Design%20Services%20Contract%20F.pdf)

Since the award of the contract in May 2015, changes to the design effort requiring a reconfiguration of Scarborough Centre Station to be a terminal station, including an enlarged bus terminal.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX23.1>

Since City Council's approval in March 2017 of a single station extension, the following scope requirements have been added: additional Public Realm improvements, reconfiguration of the Progress Avenue/Borough Drive Intersection and the addition of a Public Bridging Plaza above the bus terminal entrance.

## **Issue Background**

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Since the award of the station design contract FE85-5B, additional funds are required for changes to the Scarborough Centre station design that include:

### Reconfiguration of Bus Terminal Concept

In an effort to minimize property and development impacts along McCowan Road, several alternative bus terminal concepts were developed and evaluated. The selected concept required a significant widening and lowering of the existing below-grade Triton Road and the raising and reconfiguration of Borough Drive into a bridge structure, integrated into the station box.

### Reconfiguration of Progress Avenue/Borough Drive Intersection

Progress Avenue currently enters the project site via a curved bridge across McCowan Road. The 10% design concept accommodated the northward extension of Borough Drive with a reinstatement of the existing alignment to the five-legged intersection. Subsequently, and in support of the City's planning objectives, the reinstated roadway will be reconfigured to have a 90 degree angle to improve the intersection.

### Addition of a Public Bridging Plaza above the Bus Terminal Entrance

The bus terminal concept is being revised to incorporate an integrated plaza between the future developments on either side of the entrance and exit to the bus terminal. This revision requires structural changes to support it, as well as mechanical ventilation for the structure below.

Comments

The reallocation of authorized design funds from contract FE85-5A – Sheppard East Station to FE85-5B – Scarborough Centre Station will allow the detailed design of this terminal station to progress.

## **Contact**

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## **Signature**

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Susan Reed Tanaka  
Chief Capital Officer

## **Attachments**

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