

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: July 6, 2011

SUBJECT: TRANSIT EXPANSION:
PROCUREMENT AUTHORIZATION AMENDMENT
DESIGN SERVICES – KENNEDY STATION REDEVELOPMENT
SCARBOROUGH RAPID TRANSIT (SRT)
CONTRACT J85-22

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission authorize a Contract Amendment to AECOM Canada Ltd (AECOM) in the upset limit amount of \$6,600,000, in order to complete the preliminary design for the Kennedy Station Redevelopment.

FUNDING

This work is not included in the TTC 2011-2015 Capital Program base budget as this is a Metrolinx initiative and included in the Metrolinx budget.

This work is being undertaken by TTC on behalf of Metrolinx and these eligible costs will be recovered through the City of Toronto against the funding advanced by Metrolinx. Funds are received for this work by the City of Toronto prior to any expenditure.

BACKGROUND

Kennedy Station is a four level, multi-modal station linking the end-points of the Bloor-Danforth subway line and the SRT line, several surface bus routes and an adjacent GO Transit line. The SRT is currently three levels above the subway, which is undesirable for passenger movement. As part of the new Transit Expansion Program, Kennedy Station is to be re-designed to improve this connection and to provide for the Eglinton Crosstown Light Rail Transit (ECLRT) and for a future Scarborough-Malvern Light Rail Transit (S-MLRT). Furthermore, it has been determined, in conjunction with Metrolinx, that the ECLRT and the SRT should be a continuous revenue service line.

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Contract J85-22 was awarded to AECOM in the upset limit of \$4,100,000, as they were considered the highest rated consultant with reasonable pricing in the competitive process for the Design Services of the Kennedy Station Redevelopment.

Contract Details are as follows:

Original Upset Limit Amount	\$ 4,100,000.00
Previous Amendments	\$ 300,000.00
Increase this Amendment	\$ 6,600,000.00
Total Upset Limit	\$11,000,000.00

Work on this Amendment is 0% complete.

DISCUSSION

The original contract value of J85-22 was \$4.1 million and it included for the Preliminary Design of the Redevelopment of Kennedy Station. This value was developed and the contract awarded based on a station and alignment concept where the SRT was below grade and the ECLRT line was at-grade. The concept also provided a non-revenue service connection between ECLRT and the SRT and allowed for a future, at-grade S-MLRT line.

After award of the contract, extensive and detailed traffic and train simulations by both the consultant and staff concluded that an at-grade crossing of the ECLRT at Kennedy Road and an at-grade approach of the S-MLRT to Kennedy Station were both not feasible, due to unacceptable traffic and transit service impacts.

The consultant was, therefore, requested to develop a new concept based on the ECLRT entering Kennedy Station below grade. The design was to provide a non-revenue service connection between ECLRT and SRT with the capability of becoming a through-service connection in the future, as well as a future, below grade S-MLRT. As a result of this request, in December 2010, AECOM submitted an Interim Scope Review Submission (ISRS) which presented below-grade track options for both the SRT and ECLRT.

Since that time and in conjunction with Metrolinx, it has been determined that the ECLRT and the SRT should be a continuous revenue service line. To facilitate, this will require re-design of the Kennedy Station options.

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The total cost of the rework is \$1.705 million. Within the existing authority of \$4.4 million, work plans for the remaining balance of \$411,000 have been released to proceed with the redesign of the Kennedy Station options submitted to date. This amendment includes \$1.294 million to complete the re-work of the conceptual designs. The amendment also includes \$5.306 million to complete the preliminary design for the Kennedy Station, including track alignment, bus terminal design, fire ventilation modelling and signage design. The total cost of this amendment is \$6,600,000.

Contract work will be administered on a Work Plan Release basis. Work will only commence as authorized by the Commission in the form of a Work Plan Release and payment for services will be based on actual work performed at the approved unit rates.

It is noted that the recommended upset limit allows design to be taken to the preliminary design stage. Subject to decisions on how to proceed with the design and construction of the Kennedy Station Redevelopment, additional funds will be required for detailed design and assistance during construction which will be the subject of a future Commission Report.

JUSTIFICATION

Authorization of this amendment to Contract J85-22 will allow AECOM to complete the Preliminary Design for the Kennedy Station Redevelopment for Eglinton-Scarborough Crosstown LRT.

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