

# TORONTO TRANSIT COMMISSION REPORT NO.

**MEETING DATE:** April 6, 2011

**SUBJECT:** PROCUREMENT AUTHORIZATION AMENDMENT  
TORONTO-YORK SPADINA SUBWAY EXTENSION PROJECT  
CONTRACT NO. A85-75A – STEELES WEST STATION  
CONTRACT AMENDMENT NO. 5

## **ACTION ITEM**

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### **RECOMMENDATION**

It is recommended that the Commission authorize Contract Amendment No. 5 to The Spadina Group Associates (TSGA) in the amount of \$4,922,000.00 for the completion of detailed design and support during construction for the Steeles West Station, increasing the total upset limit amount to \$28,142,000.00 from \$23,220,000.00.

### **FUNDING**

Sufficient funds for this expenditure are included in the Toronto-York Spadina Subway Extension Project, as set out on pages 1447 to 1449R of the TTC 2011-2015 Capital Program (Category - Expansion) which was approved by City Council on February 23, 2011.

### **BACKGROUND**

The TTC is implementing the design and construction of an underground subway line from the existing Downsview Station on the Spadina line to the proposed Vaughan Corporate Centre Station located in the City of Vaughan, York Region. The 8.6 km extension includes six new subway stations, one of which is Steeles West Station.

The Toronto-York Spadina Subway Extension (TYSSE) project is being funded by the Federal Government, the Province of Ontario, the Regional Municipality of York and the City of Toronto. The TTC is managing the design and construction of the YYSSE project and will own and operate the subway extension.

At the Commission meeting of October 23, 2008, the Commission approved YYSSE's recommendation to award Contract A85-75A for the design of Steeles West Station to the design team led by The Spadina Group Associates in the upset limit amount of \$15,000,000.00. The fee was subsequently increased by the Commission at its meeting of July 14, 2010 to \$ 23,220,000.00. The fee covers design services for Steeles West Station

including preliminary design, detailed design, and design support during construction and preparation of record drawings.

The Commission approved the conceptual design of Steeles West Station on October 29, 2009. At the February 2, 2011 meeting, the Commission received and approved a revised design of Steeles West Station, including the finishes.

It was noted that the design changes implemented on the north side of Steeles Avenue realized cost avoidance related to property issues by not having to purchase additional property but would result in increased fees for the station designers. This report addresses the fee increase.

Public presentations of the Steeles West Station took place on February 3, 2010, March 10, 2010, and with the Vaughan Corporate Centre Station and Highway 407 Station on April 28, 2010. A public presentation of the current station design was held on March 9, 2011 at York University and an additional presentation is planned for April.

Contract A85-75A details are as follows:

Original Contract Upset Limit Amount (including GST)	\$15,000,000.00
Previous Amendments (including HST)	\$8,220,000.00
This Contract Amendment (including HST)	<u>\$4,922,000.00</u>
Total Revised Upset Limit Amount	\$28,142,000.00

To date there has been no expenditure beyond the previously authorized \$23,220,000.00.

## **DISCUSSION**

To meet critical project delivery schedules and milestones, the project has been separated into two design packages.

A summary of the design changes and the cost implications are summarized as follows:

### **1. Design Package #1: Subway Station and Entrances, and Surface Facilities South of Steeles Avenue (\$3,891,440)**

To minimize or eliminate implications related to the new property constraints, the subway box structure north of Steeles Avenue was redesigned to remove the station entrance and first 25 meters of subsurface structure. The entrance, mezzanine and service rooms were relocated to the east side of the station.

The electrical substation was previously located above the York Region Transit (YRT) bus terminal. It has been redesigned to be a stand alone and at-grade building north of the entrance building.

The two subway entrances on Steeles Avenue were redesigned to enable a concept which was acceptable to City of Toronto and City of Vaughan planning staff. The bus terminal cladding south of Steeles Avenue was redesigned for architectural compatibility with the station entrances. An automatic entrance was designed at the south end of the bus terminal.

To improve bus operations, a new 160m long East-West Road linking North West Gate to Track and Field Road and an additional signalized bus driveway from North West Gate to the north end of the bus terminal have been provided. North West Gate is redesigned for the new East-West Road link intersection, and a new bus only entrance to the TTC bus terminal. Similarly the existing York University parking lot is reconfigured to accommodate the new roads and entrances.

Site servicing, utilities and other site works have been redesigned due to the new roads and revised station structures design.

Further, TSGA will provide construction staging and traffic coordination analysis in the York University campus during construction.

**2. Design Package #2: YRT Bus Terminal, PPUDO and Surface Facilities North of Steeles Avenue (\$1,030,560)**

The YRT bus terminal and related roads and utilities are being redesigned to resolve the property issues noted earlier.

The redesign of the East-West driveway from Jane Street to the station commuter parking lot and further east to the YRT bus terminal also includes the UPS parking located at the west end of this driveway.

Surface facilities including the storm water management system have been redesigned to fit in the new smaller land area and will preclude the need to improve and expand the existing City of Vaughan storm water management pond adjacent to UPS.

The total Commission authorization being requested, including design support during construction is \$28,142,000.00. Work will proceed on the basis of work plans approved by staff.

This Contract Amendment will ensure that sufficient authorization is in place for the design work and design support during construction to be carried out on schedule.

**JUSTIFICATION**

The Contract Amendment is required to pay for the additional engineering costs that will result in an overall project cost avoidance and further, avoid delaying completion of the work and late delivery of the project.

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