

Amendment to Purchase Order 6056419 with Stantec Consulting Limited for Professional Services for Scarlett Road Underpass Bridge Replacement and Road Network Improvements at Canadian Pacific Kansas City Limited/Metrolinx Rail Corridor

Date: July 7, 2026

To: General Government Committee

From: Chief Engineer and Executive Director, Engineering and Construction Services Division and Chief Procurement Officer

Wards: 4 (Parkdale-High Park), 5 (York South-Weston)

SUMMARY

The purpose of this report is to request authority to amend Purchase Order 6056419 issued to Stantec Consulting Limited for work awarded through Request for Proposal 9117-17-5035, for professional services for Scarlett Road Underpass Bridge at Canadian Pacific Kansas City Limited Railway/Metrolinx Rail Corridor.

This amendment is being requested due to design requirement changes initiated by Canadian Pacific Kansas City Limited (CPKC), extensive coordination for utility relocations, additional work associated with Ontario Regulation 406/19 On-Site and Excess Soil Management, design modifications to address technical reviewer and community interest group feedback along with mitigating risks and minimizing disruption to the public during construction, design support services during construction, and additional contingency.

The total value of the requested amendment is \$2,528,142 net of all taxes and charges (\$2,572,637 net of HST recoveries). This revises the current purchase order value from \$2,637,877 net of all taxes and charges (\$2,684,304 net of HST recoveries) to \$5,166,019 net of all taxes and charges (\$5,256,941 net of HST recoveries).

RECOMMENDATIONS

The Chief Engineer and Executive Director, Engineering and Construction Services and the Chief Procurement Officer, recommend that:

1. The General Government Committee, in accordance with Section 71-11.1.C of the City of Toronto Municipal Code Chapter 71 (Financial Control By-Law), grant authority to the Chief Engineer and Executive Director, Engineering and Construction Services to amend Purchase Order Number 6056419 with Stantec Consulting Limited for the provision of professional services associated with the design for the replacement of the Scarlett Road Underpass Bridge at Canadian Pacific Kansas City Limited/Metrolinx Rail Corridor in the amount of \$2,528,142 net of all taxes and charges (\$2,572,637 net of HST recoveries). This revises the current purchase order value from \$2,637,877 net of all taxes and charges (\$2,684,304 net of HST recoveries) to \$5,166,019 net of all taxes and charges (\$5,256,941 net of HST recoveries).

FINANCIAL IMPACT

The Purchase Order Amendment request included in this report will increase the total value of the professional services assignment by \$2,528,142 net of all taxes and charges (\$2,572,637 net of HST recoveries). This revises the current purchase order value from \$2,637,877 net of all taxes and charges (\$2,684,304 net of HST recoveries) to \$5,166,019 net of all taxes and charges (\$5,256,941 net of HST recoveries).

Funding for the Purchase Order Amendment is available in the 2026-2035 Capital Budget and Plan for Transportation Services (Scarlett Rd Project) as summarized in Table 1 below (net of HST recoveries):

Table 1: Financial Impact Summary for Purchase Order 6056419

WSB Element	CTP811-43-02
Description	Scarlett/St Clair/Dundas
2026	\$1,543,582
2027	\$475,938
2028	\$154,358
2029	\$154,358
2030	\$154,359
2031	\$90,042
Total (Net of HST recoveries)	\$2,572,637

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

On May 25, 2022, by authority of the Infrastructure and Environment Committee, the City amended Purchase Order 6045265, with Morrison Hershfield Limited for professional services associated with design of the Scarlett Road Bridge under Canadian Pacific Railway/Metrolinx Rail Corridor, in the amount of \$1,139,577 net of all taxes and charges (\$1,159,634 net of Harmonized Sales Tax recoveries), revising the current purchase order value from \$1,498,300 net of all taxes and charges (\$1,524,670 net of Harmonized Sale Tax recoveries) to \$2,637,877 net of all taxes and charges (\$2,684,304 net of Harmonized Sales Tax recoveries). A copy of the Infrastructure and Environment Committee Decision Document can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE30.3>

On May 24, 2017, by authority of the Bid Award Panel, the City retained Morrison Hershfield Limited for the provision of professional engineering services associated with Request for Proposal 9117-17-5035 for the design, contract administration and post construction services for the Scarlett Road Underpass Bridge Replacement and Road Network Improvements at Canadian Pacific Railway/Metrolinx Rail Corridor. The total fee for this professional engineering services assignment was \$3,351,424 (net of all taxes and charges), which included \$1,498,300 (net of all taxes) for engineering design services; \$1,837,124 (net of all taxes) for contract administration services; and \$16,000 (net of all taxes) for post construction services. A copy of the Bid Award Panel Decision Document can be found at: [Agenda Item History - 2017.BA23.17 \(toronto.ca\)](#)

At its meeting held on December 18, 2014, the Bid Committee adopted Staff Report BD3.1 titled "Award of RFP 9117-14-5064 to Morrison Hershfield Limited, for Professional Engineering Services for Scarlett Road Underpass at CPR Bridge Replacement - Feasibility Study and Preliminary Design" granting authority to award the contract to Morrison Hershfield Limited in accordance with the contract details set out in the report from the Director, Purchasing and Materials Management. A copy of the Bid Committee report can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.BD3.1>

At its meeting held on September 26 and 27, 2007, Council referred the recommendations contained within Staff Report PW8.4 titled "Scarlett Road/CP Rail Bridge Class Environmental Assessment Study" to the Budget Committee for further consideration, and directed that any change in the status of the project be reported out to Council, through the appropriate Committee, as a discrete item. A copy of the Council decision can be found at:

<https://www.toronto.ca/legdocs/mmis/2007/cc/decisions/2007-09-26-cc12-dd.pdf>

COMMENTS

Background

The Scarlett Road underpass bridge carries the CPKC/Metrolinx Rail Corridor over Scarlett Road and is located immediately north of the intersection of Scarlett Road and Dundas Street West as shown below, in Figure 1. The existing structure was

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constructed in 1912 and accommodates one (1) lane of traffic and one (1) sidewalk in each direction travelling north/south under the bridge as shown in Figure 2. The significant planned improvements include lengthening the bridge to add two additional vehicular lanes, addressing this long-standing pinch point and improving transportation capacity in the area. The project will also involve lowering the roadway to meet current vertical clearance beneath the bridge. In addition, new infrastructure will be introduced to enhance safety and accessibility for users of all ages and abilities, moving people and goods more efficiently. These features will include new sidewalks, bikeways, and multi-use paths, as well as geometric design improvements at intersections (see Figure 3).

Figure 1: Scarlett Road Underpass Bridge Location Map and Project Limit

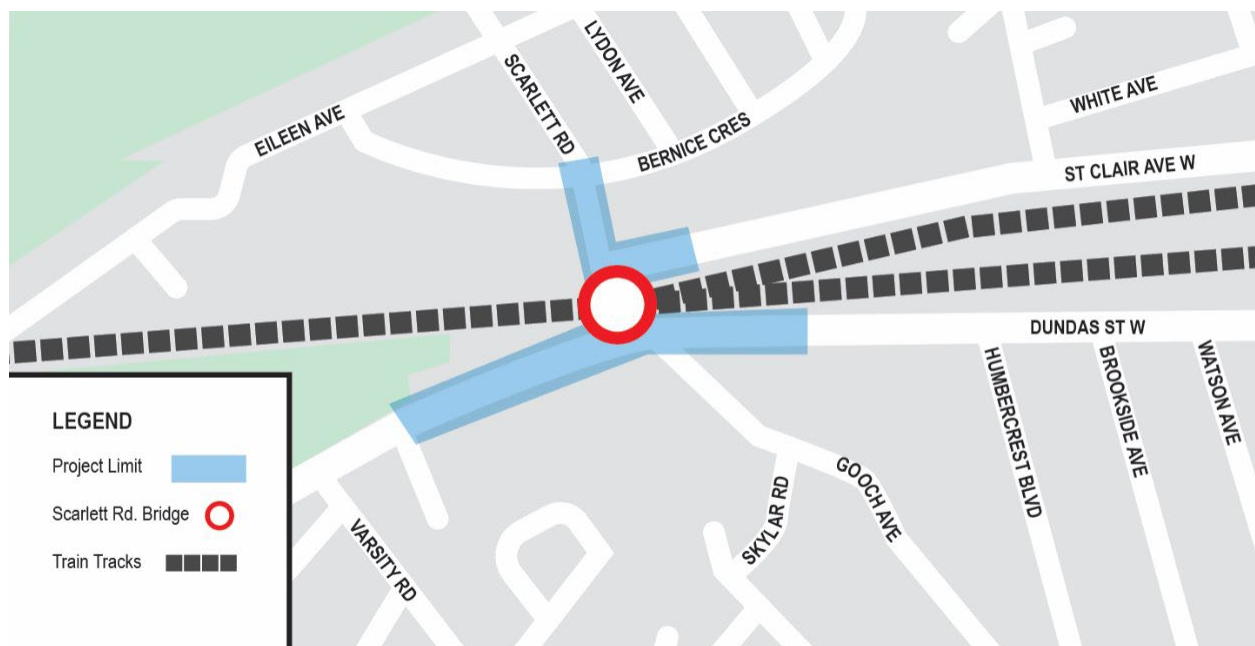


Figure 2: Scarlett Road Underpass, Elevation Photo Looking North along Scarlett Road from Dundas Street



Figure 3: Scarlett Road Underpass - Aerial View of Bridge Improvements



In 2014, through request for proposal, the City retained Morrison Hershfield Limited to complete a feasibility study and preliminary design for bridge replacement and road network improvements. At the request of Canadian Pacific Railway, the City also reviewed the feasibility of widening the bridge to accommodate an additional track for Metrolinx's rail corridor. Note that in 2023, Canadian Pacific Railway combined with Kansas City Southern Railway to form Canadian Pacific Kansas City Limited (CPKC).

In May 2017, the City retained Morrison Hershfield Limited through a Request for Proposal for professional engineering services related to detailed design, contract administration and post construction services for the Scarlett Road Bridge Replacement under the Canadian Pacific Railway/Metrolinx Rail Corridor (Purchase Order 6045265).

In March 2019, following the commencement of the detailed design, Transportation Services requested that the design of the underpass and surrounding roadway network include enhanced geometric design elements and elevated cycling infrastructure elements to meet current City standards and guidelines and align with principles of the Vision Zero Road Safety Plan.

In May 2022, the City issued an amendment to the Purchase Order 6045265 with Morrison Hershfield Limited to provide extra funding for works beyond the original scope, including changing the bridge superstructure type to one that maximizes flexibility for the railway's future operational needs, additional utility coordination, and updating the design to meet current City standards and new provincial regulations.

The existing underpass structure is owned and maintained by CPKC. As such, the City is currently finalizing negotiations with CPKC to determine the cost sharing associated with the project. Once established, cost sharing proportions will be recorded in the Construction Agreement between CPKC and the City.

CPKC have added stipulations to better protect their rail operations and existing infrastructure. As well, changes to regulatory requirements for excess soil management and additional complexities identified during utility relocation have been encountered. To finalize the bridge replacement design and ensure correct resourcing from the design consultant during construction, additional services are required. Through this Purchase Order Amendment, the City will address these items to maintain the planned construction schedule and deliver a required enhancement to the City critical infrastructure.

Construction works for this project commenced with advanced utility relocation contracts in March 2023 and are scheduled to be completed by September 2026. Extensive work to relocate Enbridge, Rogers, Bell, Lumen, and Toronto Hydro infrastructure to their final configuration has been undertaken, allowing for the bridge replacement and roadway reconstruction to commence without conflicts. Completing utility relocation work in advance allows the City's contractor to start construction efficiently while avoiding complex coordination, schedule delays, and prolonged public disruption during the bridge and roadway reconstruction.

Contingent on agreements with CPKC being reached, the tender of the bridge replacement work is anticipated to be issued late 2026, with construction anticipated from mid 2027 to mid 2031.

Additional Services Required to Complete the Detailed Design Assignment

Stantec Consulting Limited (previously Morrison Hershfield) has been the Engineer of Record for the project's design and coordination since awarded in 2017, following their completion of the Feasibility Study and Preliminary Design. Working through both the preliminary and detailed design phases, Stantec Consulting Limited has gained comprehensive knowledge of the Scarlett Road bridge, roadway and railway design requirements, railway corridor constraints, traffic management, utility conflicts, community interest group feedback, construction challenges, risks and mitigation measures.

The additional services identified below could not be anticipated in the previous Purchase Order Amendment and were not included in the original project scope. Providing additional funding under the existing assignment will support continuity, minimize duplication of effort, and represent the most practical and efficient approach to completing the additional required services.

a) Canadian Pacific Kansas City Limited (CPKC) Design Modifications

During the 95% design review stage, CPKC have stipulated several revisions, which will require additional design effort from the consulting engineer, to finalize the design.

At this late stage of design, CPKC requires:

1. Revisions to the new bridge's foundation type and layout, citing proximity of construction to existing bridge foundation, and concerns of the age and condition of the existing bridge as justification for the change.
2. The City undertake supplementary subsurface investigations, as well as further condition assessments of the existing railway bridge substructure to confirm suitability for use during construction of the new bridge.
3. The City further develop the track block plan, prepared by Stantec under base scope, to a detailed incremental time-based track block plan incorporating detailed construction methodology, with input from subject matter experts specializing in railway construction. This new requirement is due to the complexity of the construction of the new bridge and potential risks of impact to rail operations.

As CPKC is a federal railway company, and the owner and operator of the Scarlett Road bridge, the City must comply with these additional requirements that are beyond the scope of the original design assignment. Stantec Consulting Ltd. has provided a quotation in the amount of \$877,874 (net of all taxes and charges) to provide the additional design services required to complete the required work.

The City and CPKC are negotiating cost-share for the construction and maintenance of this bridge. These additional design costs will be shared with CPKC in accordance with the final cost-share arrangement.

b) Utility Coordination

Extensive delays have been experienced in the coordination and relocation for all five third-party utilities, exceeding what was anticipated and accounted for in the previous Purchase Order Amendment. Enbridge, Bell, Rogers, Lumen, and Toronto Hydro Limited encountered challenges while working in the field including constrained space in the right of way, unforeseen site conditions, unidentified abandoned utilities, and unfavourable ground conditions, which have resulted in numerous design iterations to finalize an optimal and conflict free composite utility plan. Several modifications were also required to the bridge designs, including retaining wall, roadway, City utility designs and construction staging plan, along with additional coordination efforts.

Taking the above into consideration, Stantec Consulting Limited has provided a quotation of \$363,431 (net of all taxes and charges) for this additional work.

c) Excess Soil

The new bridge and road alignment will result in new lands becoming part of the right of way and will require constructing on rail corridor lands. Additional environmental due diligence tasks, including conducting a baseline environmental condition assessment, as well as Phase I and Phase II Environmental Site Assessments are required.

Under the governing regulation for on-site and excess soil management, Ontario Regulation 406/19, soil sampling data remain valid for 18 months. Due to the extended time needed to complete advanced utility relocation work previously completed soil sampling data has lapsed and additional testing is required. The updated cost for additional geotechnical investigations and environmental assessments is \$257,197 (net of all taxes and charges).

d) Services During Construction

Due to the changes stipulated by CPKC, complexities experienced with utility relocation, and the active transportation infrastructure scope, the construction duration and timeline have increased. Prices quoted from the consultant in the original Request for Proposal are no longer valid. To seek competitive pricing for Professional Services during construction, the City will issue a new Request for Proposal for Contract Administration and Post Construction services and will not execute the construction phase of the current Professional Service assignment.

Stantec Consulting Limited, as the design engineer, will still need to be retained to provide design services, and design support during the construction duration. Work anticipated includes responding to design related inquiries during construction, redesign efforts due to found conditions, and attending construction meetings.

Stantec Consulting Limited has provided a quotation of \$608,240 (net of all taxes and charges) for this additional work.

e) Contingency Allowance

Due to the technical challenges presented by this project, an additional contingency allowance of 20% of the above amounts, totaling \$421,400 (net of all taxes and charges), is being recommended to provide for professional services to address future unforeseen design related issues. Adding this contingency allowance of \$421,400, the total additional required amount under this Purchase Order Amendment is \$2,528,142 (net of all taxes and charges).

The amendment to Purchase Order 6056419 with Stantec Consulting Limited, for the additional professional services required to complete the design for the construction of Scarlett Road Bridge under the CPKC /Metrolinx Rail Corridor, will increase the total value of the professional services assignment by \$2,528,142 net of all taxes and charges (\$2,572,637 net of HST recoveries). This revises the current purchase order value from \$2,637,877 net of all taxes and charges (\$2,684,304 net of HST recoveries) to \$5,166,019 net of all taxes and charges (\$5,256,941 net of HST recoveries).

The City has reviewed Stantec Consulting Limited's quotations for the additional professional services for the provision of detail design services for the replacement of the Scarlett Road Bridge and found them to be fair and reasonable.

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SIGNATURE

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