

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: MARCH 1, 2011

SUBJECT: PROCUREMENT AUTHORIZATION AMENDMENT:
AUTHORIZATION OF ADDITIONAL FUNDS FOR THE CHANGE
DIRECTIVE NO. 004 FOR CONTRACT C31PV07834, DESIGN
SUPPLY & INSTALL SIGNAL SYSTEM FOR SOUTH YONGE
SUBWAY

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission authorize Change Directive #004, Revision to the Contract with Ansaldo STS Canada Inc., in the upset amount of \$4,962,910.00, for the design, supply and installation of grade timing and speed control supervision as part of Contract P31PV07834.

FUNDING

Sufficient funds for this expenditure have been included in Project 2.4, YUS ATC Resignalling, in the State-of-Good Repair/Safety category, as set out on pages 399-403, of the 2011-2015 TTC Capital Program, as approved by the Commission on January 12, 2011.

BACKGROUND

In order to increase capacity, the YUS Line is being resignalled with Automatic Train Control (ATC). In addition to the ATC, a new conventional auxiliary wayside signalling (AWS) system is being installed to allow mixed mode operation and as a 'back-up' in case of failure of the ATC system. The Speed Control System (SCS) currently being installed throughout the network will be retained for speed supervision particularly on grades.

In the South Yonge Area, due to life expiry issues, a conventional resignalling (ie. AWS) is taking place prior to the implementation of ATC. The new AWS system will be controlled by a suite of new computer based interlockings (CBI). The CBI supplier for the South Yonge Area is Ansaldo STS Canada Inc. (Ansaldo) who was awarded a contract on September 19, 2008 pursuant to a publicly advertised Request for Proposal process.

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DISCUSSION

The original AWS block design for the South Yonge Subway relied on the SCS to supervise and enforce speed on grades to maintain safe train separation. In November 2009, a decision was made to modify the AWS block design to incorporate conventional grade timing (GT) to mitigate the risk that the SCS would not be functional in time to commence South Yonge area testing. Ansaldo was informed of TTC's decision to revise the block designs for South Yonge and were instructed to hold existing works until the revised GT block designs were issued.

Request for Quotation No. 4 (RFQ#4) was issued to Ansaldo for the incorporation of grade timing into the AWS system, as well as the addition of SCS supervision to their work. Ansaldo subsequently submitted their price to RFQ#4 which is currently in the final stages of review and negotiation by TTC staff; however, the final settlement amount will not exceed the stated upset limit amount of \$4,962,910.00, which is the current quoted value for RFQ#4.

Contract details are as follows:

Original Contract Amount	\$14,032,123.04
Previously Approved Contract Changes	\$19,301.89
Previously Approved Change Directive CD004Rev	\$1,500,000.00*
Additional Amount to Change Directive CD004Rev	\$3,462,910.00
Total Revised Contract Amount	\$19,014,334.93

* To mitigate the impact of the addition of GT to the block design, Ansaldo was issued an interim Change Directive No. 004 (CD#004) in the upset amount of \$1.5 million until such time that all the new GT block designs were available to properly quote the change in work. The additional work to the original contract is ongoing and is currently being performed on a time and material basis.

JUSTIFICATION

The existing block design for the South Yonge Subway relies on the speed control system (SCS) to supervise and enforce speed on grades to maintain safe train separation. Without a functional SCS the existing block design (without grade timing) cannot be used for revenue service.
