

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: June 24, 2013

SUBJECT: PROCUREMENT AUTHORIZATION AMENDMENT
TORONTO-YORK SPADINA SUBWAY EXTENSION PROJECT
CONTRACT NO. A85-75A – STEELES WEST STATION
CONTRACT AMENDMENT NO. 9

ACTION ITEM

RECOMMENDATION

It is recommended that the Board authorize Contract Amendment No. 9 to The Spadina Group Associates (TSGA) in the amount of \$7,059,568.21 noting that the amount of \$2,390,000 is for preliminary, detailed design and support during construction for Contract A31-3, York Region Rapid Transit bus terminal, PPUDO and surface facilities north of Steeles Avenue and the remaining amount of \$4,669,568.21 is for the completion of detailed design and support during construction for Contract A31-1, Steeles West Station, increasing the total upset limit amount to \$37,675,688.59 from \$30,616,120.38.

FUNDING

Sufficient funds for this expenditure are included in the Toronto-York Spadina Subway Extension (TYSSE) project, as set out on pages 1229-1231 of the TTC's 2013-2022 Capital Budget (Category – Expansion) which was approved by City Council on January 16, 2013.

Payment will be on actual cost incurred and the contract work will be managed on a Work Plan Release basis.

BACKGROUND

The TTC is implementing the design and construction of an underground subway line from the existing Downsview Station on the Spadina line in the City of Toronto 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.

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At the Board meeting of October 23, 2008, the Board approved TYSSE'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. The fee was subsequently increased by the Board at its meeting of July 14, 2010 to \$23,220,000 and then on April 14, 2011 to \$28,142,000. Following that, a contract amendment in the amount of \$2,474,120.38 was approved in March 2012 raising the upset limit to \$30,616,120.38

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

On April 29, 2013 the Executive Task Force authorized TYSSE to increase the upset limit by \$7,059,568.21 for the remaining work on the project.

Contract A85-75A details are as follows:

Original Contract Upset Limit Amount (including GST)	\$15,000,000.00
Previous Amendments*	\$15,616,120.38
This Contract Amendment*	<u>\$ 7,059,568.21</u>
Total Revised Upset Limit Amount	\$37,675,688.59

To date there have been no expenditures beyond the previously authorized \$30,616,120.38.

(*Note: HST is included for work done after July 1, 2010)

DISCUSSION

Subsequent to the authorized amendments, section designers are required to provide full detailed design and support during construction for Contract A31-3 and more extensive engineering support, design revisions and review of substitutions during the remaining period of the construction work for Contract A31-1.

At this stage extra effort is required from the section designers in large part due to the higher number of submittals and requests for information (RFI) which total over 700 submittals and 500 RFIs to date. This contract is currently at its 30% construction milestone. Initially 600 submittals and 300 RFIs were expected for the total duration of the project. It is projected that 1350 extra submittals, 630 RFIs and approximately 200 substitution requests will be required beyond original expectations. Additional funds are also required to provide more extensive as-built drawings at the close-out of the project to reflect more extensive design revisions emanating from the high number of RFIs and design revisions.

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A summary of the final design and the cost implications are included as follows:

<p>1. Design Package #2 – Contract A31-3: York Region Rapid Transit Bus Terminal, PPUDO and surface facilities north of Steeles Avenue.</p> <p>The above fees include all costs for the Section Designers to provide full detailed design and the necessary support during construction.</p>	<p>\$2,390,000.00</p>
<p>2. Additional Design Impact for Contract A31-1: building permits, site plan application and the inclusion of PRESTO.</p> <p>City of Toronto comments through the permits and the site plan application processes require redesign of sections south of Steeles Avenue. The permits and site plan application processes for north of Steeles Avenue will require submissions and any design changes depending on the comments from the review. The incorporation of PRESTO into the station system will be considered and implemented.</p>	<p>\$ 200,000.00</p>
<p>3. Design Support During Construction Phase 4 Works for Contract A31-1: Review of submittals, RFIs, design revisions during construction and as-built drawings.</p>	<p>\$4,469,568.21</p>
<p>Total</p>	<p>\$7,059,568.21</p>

The total Board authorization being requested as an upset limit, including design support during construction is \$37,675,688.59. This amount is needed to address extra effort and support required due to the project’s complexity and critical interfaces between several sites and contractors.

Staff have reviewed the additional engineering fees and they were considered to be reasonable. Work will only 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 fees that will result in an overall project cost avoidance and further, avoid delaying completion of the work and late delivery of the project.
