

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: June 24, 2013

SUBJECT: PROCUREMENT AUTHORIZATION AMENDMENT
TORONTO-YORK SPADINA SUBWAY EXTENSION PROJECT
CONTRACT NO. A85-75D – HIGHWAY 407 STATION
CONTRACT AMENDMENT NO. 7

ACTION ITEM

RECOMMENDATION

It is recommended that the Board authorize Contract Amendment No. 7 to AECOM Canada Ltd. (AECOM), in the amount of \$2,260,000, for design support during construction of the Highway 407 Station, increasing the total upset limit amount to \$25,280,000 from \$23,020,000.

FUNDING

Sufficient funds for this expenditure are included the 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 to the proposed Vaughan Metropolitan Centre Station located in the City of Vaughan, Region of York. The 8.6 km extension includes six new subway stations, one of which is the Highway 407 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 Board meeting of October 23, 2008, the Board approved YYSSE's recommendation to award Contract A85-75D, for the design of Highway 407 Station, to the design team led by Earth Tech Canada Inc. (now doing business as AECOM Canada Ltd.), in the upset limit amount of \$12,000,000.

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At the March 24, 2010 meeting, the Board approved a contract amendment in the amount of \$7,550,000. The fee was subsequently increased by the Board at its meeting on May 11, 2011 by \$3,470,000.

Highway 407 Station was tendered as part of Contract A35-26 on September 10, 2010. The contract was awarded to the successful bidder on January 14, 2011.

On April 29, 2013, the Executive Task Force authorized TYSSE to increase upset limit by \$2,260,000 for the remaining work on the project.

Contract A85-75D details are as follows:

Original Contract Upset Limit Amount (including GST)	\$12,000,000
Previous Amendments*	\$11,020,000
This Contract Amendment*	<u>\$ 2,260,000</u>
Total Revised Upset Limit Amount	\$25,280,000

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

To date there has been no expenditure beyond the previously authorized \$23,020,000.

DISCUSSION

Subsequent to the amendment approved by the Board on May 11, 2011, the section designer is required to provide more extensive engineering support, design revisions and review of substitutions during the remaining period of the construction work.

At this stage extra effort is required from the section designer in large part due to the higher number of submittals and requests for information (RFI), which total approximately 240 submittals and 280 RFIs to date. It is estimated that there remains an estimated number of 950 submittals, 600 RFIs and approximately 100 substitution requests beyond original expectations.

The following lists the items requiring additional funds, including HST:

1. Co-ordination of station design with follow-on supply and installation contracts for equipment procured by the TYSSE Project and address stakeholders' requirements	\$ 186,000
2. Review of RFIs, submittals and additional effort for as-built drawings needed to address design revisions and contract changes.	<u>\$ 2,074,000</u>
Total	\$ 2,260,000

The total authorization being requested as an upset limit, including design support during construction is \$25,280,000. 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.

JUSTIFICATION

The Contract Amendment is required to pay for the additional engineering fees associated with the increase project work to avoid delaying completion of the work and late delivery of the Project.

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