

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: September 25, 2013

SUBJECT: PROCUREMENT AUTHORIZATION
TORONTO-YORK SPADINA SUBWAY EXTENSION
WILSON YARD MODIFICATIONS
SUPPLY OF SPECIAL TRACKWORK
CONTRACT A65-42

ACTION ITEM

RECOMMENDATION

It is recommended that the Board authorize the award of contract to Voestalpine Nortrak Ltd (Nortrak) in the amount of \$10,259,894.89 for Contract A65-42 - Toronto-York Spadina Subway Extension - Wilson Yard Modifications – Supply of Special Trackwork.

FUNDING

Funding for this expenditure will be shared between the Toronto-York-Spadina Subway Extension Project and the Toronto Rocket/T1 Rail Yard Accommodation Project.

Sufficient funds for 46.8% of this expenditure are included in the Toronto-York Spadina Subway Extension Project as set out on pages 1229 to 1232 of the TTC's 2013-2022 Capital Program which was approved by the Board on November 21, 2012 and by City Council on January 16, 2013.

Sufficient funds for 53.2% of this expenditure are included in the Toronto Rocket/T1 Rail Yard Accommodation Project as set out on pages 695 to 700 of the TTC's 2013-2022 Capital Program which was approved by the Board on November 21, 2012 and by City Council on January 16, 2013.

BACKGROUND

The TTC is planning the design and construction of a new 8.6 km long underground subway line from the existing Downsview Station on the Spadina Line located in the City of Toronto, to the proposed Vaughan Metropolitan Centre located in the City of Vaughan, Region of York.

**PROCUREMENT AUTHORIZATION
TORONTO-YORK SPADINA SUBWAY EXTENSION
WILSON YARD MODIFICATIONS
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Contract A65-42 is for the supply of labour, products and services necessary to complete the design, fabrication, testing and delivery of Special Trackwork for Wilson Yard Modifications. Special Trackwork will be supplied with all plates, timber ties, fasteners and fittings mounted on timber ties.

DISCUSSION

A Request for Bids was publicly advertised on the Merx website as of June 20, 2013. Eight companies downloaded the Bid documents; however, due to the highly specialized character of this work only Nortrak submitted a Bid.

The Bid submitted by Nortrak did not state any exceptions or qualifications. Nortrak has satisfactorily completed work of a similar size and nature for the TTC in the past. The prices submitted were compared to the prices in an existing contract for Special Trackwork and they are considered fair and reasonable. The Bid submitted by Nortrak is considered commercially acceptable.

The successful bidder will be required to execute a Performance Bond and a Labour and Material Payment Bond each in the amount of 50% of the contract value.

JUSTIFICATION

The bid submitted by Nortrak is the only bid received.
