

Purchase Order Amendment - Subway Track Reinsulation

Meeting Date: December 13, 2000

Subject: Purchase Order Amendment - Subway Track Reinsulation

Recommendation

It is recommended that the Commission authorize an amendment to Purchase Order No. PC022495 to Pandrol Canada Limited in the total estimated upset limit amount of \$1,525,000.00 for a revised total upset limit of \$9,871,107.02 to supply standard, elongated hole and chair plate assemblies for the period up until December 2001 as part of the Subway Track Reinsulation Program.

Funding

Sufficient funds to accommodate the 2001 expenditures are included in Project 1.1 Subway Track under the Subway Track Replacement Program, as set out on pages 1 to 20 in the "State of Good Repair" category of the 2000-2004 Capital Program, approved by City Council on January 27, 2000.

Background

At its meeting of May 27, 1997, the Commission approved the award to Pandrol Canada Limited in the total upset limit amount of \$8,346,051.70 for the supply of plate assemblies, spacers and insulating bushing components for the initial five years of the subway track fastener retrofit program. Pandrol Canada Limited was the only company to submit a tender for this work.

Discussion

The objective of the Subway Track Reinsulation Program is to replace all the original invert-type subway track fastener assemblies with a new insulated fastening assembly, which minimizes signal system track circuit problems inherent in the old assembly, as well as reducing corrosion due to electrolysis concerns and improving utilization of resources.

During the implementation of this program in 1997, it was revealed that a redesigned plate with elongated anchor bolt holes would be necessary to reinsulate both the original Yonge and University extension of the subway track system due to the condition of the hardware originally installed. In addition, chair plates required for guarded curves with restraining rail in these areas also required this change. Track retrofit on tangent and unguarded curves without restraining rail, requiring the use of modified standard plates commenced late in the 1998 program and the installation of modified chair plates began in mid-2000. These changes resulted in significantly more complex hardware and necessitated additional tooling which require an increase in the

overall cost to complete the final years of the program.

Therefore, staff are recommending amending the existing purchase order in the estimated amount of \$1,525,000.00 for a revised upset limit amount of \$9,891,107.02, to ensure that sufficient material is available to complete the requirements of the Subway Track Reinsulation Program up to the end of 2001.

Original Purchase Order \$8,346,051.70

Amendments To-date \$ 55.32

Revised Purchase Order Amount \$8,346,107.02

Proposed Amendment \$1,525,000.00

Revised Contract Amount \$9,871,107.02

Work on this Amendment is 0% complete.

This amendment is necessary now to ensure delivery of components and allow the installation of new track fasteners to continue.

Justification

It is necessary to proceed with the foregoing procurement expenditure in order to continue to maintain the Commission's subway track system in proper operational condition, ensure signal system reliability and reduce disruption to service.

October 26, 2000

6-123-124