

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: DECEMBER 17, 2008

SUBJECT: PURCHASE ORDER AMENDMENT AUTHORITY –
BATHURST STREET CPR BRIDGE NORTH OF DUPONT STREET

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission:

- 1) Approve an unbudgeted expenditure of \$570,000 to allow the work under contract through the City of Toronto to proceed with the rehabilitation of the bridge structure, protection of Commission communications and power assets during construction, the lowering of the road surface and replacement of the streetcar tracks around this structure.
- 2) Approve the issuance of a purchase order amendment to the City of Toronto – Transportation Services to increase the total upset limit by \$570,000 to a revised total of \$3,574,000.

FUNDING

The unbudgeted expenditure of \$570,000 for this work can be accommodated within the 2009-2013 Capital Program approved by the Commission on August 27, 2008, under 1.2 Surface Track as a result of project deferrals. Funding to accommodate this expenditure will be addressed through the 2010-2014 Capital Program.

BACKGROUND

The City of Toronto Structures and Expressways group in conjunction with the Commission, Toronto Water, Toronto Hydro, Enbridge and Bell Canada are undertaking the rehabilitation of the Canadian Pacific Railway bridge over Bathurst Street, just north of Dupont Street and the infrastructure in the immediate area. The maintenance of this structure is subject to the Board of Transport Commissioners for Canada Order 65144 dated August 8, 1944. This order outlines maintenance split of 70.2% to Canadian Pacific Railway, 19.8% to the City of Toronto and 10% to the Commission for various elements associated with the maintenance of this structure. In addition to the structural work, the streetcar tracks and roadway will be replaced along with work on the underground utilities and replacement of the sidewalks adjacent to the bridge which house power and communication cables from the Commission's Hillcrest complex. Finally, the Commission asked the City and its consultant to examine

ways to lower the road grade under the bridge in an effort to increase the vertical clearance underneath the bridge and reduce the number of vehicle contacts made with the streetcar overhead lines in this area. In 2007, there were 69 reported contacts with this bridge which required a response and work by TTC Overhead.

DISCUSSION

The CPR bridge over Bathurst Street, north of Dupont Street project combines work on the bridge structure, lowering of the roadway, replacement of the streetcar tracks, installation of a new section of watermain, installation of a new gas main and upgrades to the Toronto Hydro infrastructure. The costs associated with the rehabilitation of the structural elements are shared amongst the various parties as stipulated in the Board Order 65144. Costs associated with the other infrastructure work (track, roadway, utility) are the responsibility of those respective entities. The track work portion of this project was budgeted, but the entire scope of the adjacent work, in particular the protection of Commission power and communication cables and the duration of the project, were not known.

The Commission’s additional scope of the work includes demolition of an existing duct bank, protection of power and communications cables in the bridge sidewalks during construction and lowering of the track structure. The lowering of the road and track was assessed and determined to be feasible during the detailed design phase of the project. Secondly, it was assumed that the track work would be part of the larger track rehabilitation project for Bathurst Street that ran from Bloor Street to St. Clair Avenue West earlier this year. The scope of this work is very small and has resulted in a slightly higher track construction cost. Finally, due to the duration of this project, estimated to be approximately one year, the shared costs associated with ongoing construction of the project are significantly greater than would have been expected; this includes costs in the contract to allow for the movement of streetcars in and out of the Hillcrest facility on a bi-weekly basis throughout the duration of this project.

JUSTIFICATION

Approval for this unbudgeted expenditure and amendment is required in order to complete the small portion of track rehabilitation, protect the Commission’s cables during construction and improve the vertical clearance beneath the structure. Failure to do so would result in a redesign and re-tendering of this work, would delay the start of the bridge rehabilitation and have a longer term impact on streetcar and bus operations.

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