

Section II – Items for Executive Action

TO: Chair and Members of the Executive Committee
Friday, May 06, 2022 Meeting

FROM: Anil Wijesooriya, Director, Restoration and Infrastructure

RE: **AWARD OF REQUEST FOR TENDER FOR COATSWORTH CUT CHANNEL DREDGING PROJECT (CITY OF TORONTO)**
RFT No. 10037684

KEY ISSUE

Award of Request for Tender (RFT) No. 10037684 for Coatsworth Cut Channel Dredging Project, (City of Toronto).

RECOMMENDATION

WHEREAS Toronto and Region Conservation Authority (TRCA) is engaged in a project that requires dredging services;

AND WHEREAS TRCA solicited tenders through a publicly advertised process;

THEREFORE LET IT BE RESOLVED THAT Request for Tender (RFT) No. 10037684 for Coatsworth Cut Dredging Project (City of Toronto) be awarded to H.R. Doornekamp Construction Ltd. at a total cost not to exceed \$314,860 plus applicable taxes, to be expended as authorized by TRCA staff;

THAT TRCA staff be authorized to approve additional expenditures to a maximum of \$47,229 (15% of the project cost), plus applicable taxes, in excess of the contract cost as a contingency allowance if deemed necessary;

THAT should TRCA staff be unable to negotiate a contract with the above-mentioned proponent, staff be authorized to enter into and conclude contract negotiations with other Proponents that submitted quotations, beginning with the next lowest bid meeting TRCA specifications;

AND FURTHER THAT authorized TRCA officials be directed to take whatever action may be required to implement the contract, including the obtaining of necessary approvals and the signing and execution of any documents.

BACKGROUND

In 1983, TRCA began dredging operations at the mouth of Coatsworth Cut to maintain navigation between Lake Ontario and the boating facilities located at Ashbridges Bay Park. Maintenance dredging is undertaken on an annual basis, typically in the fall months following the end of the summer boating season. On average, 3,000-5,000 cubic meters (m³) of sediment are dredged each year to maintain the 1.8 meter below datum depth that is required for safe passage.

Maintenance dredging at Coatsworth Cut was not required in 2021. The bathymetric survey completed in April 2021, indicated that although there was sediment accumulation, the channel was navigable. Maintenance dredging was last completed in 2020 with the removal of approximately 3,550 m³ of material.

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A bathymetric survey was completed on April 11, 2022 to determine the existing depth of the channel, the required volume of material to be dredged, and whether dredging needed to be undertaken in advance of the 2022 boating season. The results indicated that a spring dredge of approximately 3,680 m³ is required to realize a 30 metre channel at a minimum depth of 1.8 metres below chart datum.

Material testing in April 2022 indicated that the sediment is contaminated and requires proper disposal. Contaminated material in this location is common, given its proximity to a treatment plant, combined sewer outfalls, and marine gas docks. Proper disposal of the dredged material based on current provincial legislation is included as a requirement in the scope of work for this contract.

A long-term solution to negate sedimentation and the need for annual dredging within Coatsworth Cut is currently being implemented as part of the Ashbridges Bay Treatment Plant Landform Project. Completion of this project is currently scheduled for early 2024, and it is anticipated that annual dredging will be required until at least this time.

RATIONALE

A Request for Tender (RFT) for general contractors was publicly advertised on the public procurement website www.biddingo.com on April 14, 2022 and closed on April 28, 2022.

Two (2) addenda were issued to respond to questions received.

A total of twelve (12) firms downloaded the documents and three (3) submissions were received from the following Proponent(s):

- H.R. Doornekamp Construction Ltd.
- Galcon Marine Ltd.
- The Toronto Port Authority

The bids were received through www.biddingo.com on April 28, 2022 at 1:00pm with the following results:

| Proponent | Fee (Plus HST) |
|-----------------------------------|-----------------------|
| H.R. Doornekamp Construction Ltd. | \$ 314,860 |
| The Toronto Port Authority | \$ 857,212 |
| Galcon Marine Ltd. | \$ 1,257,182 |

The tender from The Toronto Port Authority was disqualified because the required bid bonds were not submitted with the tender submission.

TRCA staff reviewed the lowest bid received from H.R. Doornekamp Construction Ltd. against TRCA's own cost estimate and has determined that the bid is of reasonable value and meets the requirements as outlined in the RFT documents.

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The difference in pricing between the other bids received is based on the location of the contractor's equipment relative to the work area and cost associated with transporting their machinery to the site. H.R. Doornekamp Construction Ltd. is currently working at an adjacent water-based construction project and has priced their bid accordingly.

Therefore, it is recommended that contract No. 10037684 be awarded to H.R. Doornekamp Construction Ltd. at a total cost not to exceed \$314,860 plus 15% contingency, plus applicable taxes, it being the lowest bid meeting TRCA's specifications. A 15% contingency is requested to perform additional dredging in case additional sediment needs to be removed and will be confirmed with hydrographic soundings before authorizing additional expenditures.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategic priority set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 2 – Manage our regional water resources for current and future generations

Strategy 7 – Build partnerships and new business models

FINANCIAL DETAILS

Funding for this project is available from the City of Toronto within TRCA's 2022 waterfront capital budget and tracked under account 211-16.

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