

Section I – Items for Board of Directors Action

TO: Chair and Members of the Executive Committee
Friday, April 14, 2023 Meeting

FROM: Anil Wijesooriya, Director, Restoration and Infrastructure

RE: **RFT - SUPPLY AND DELIVERY OF COBBLE STONE TO
ASHBRIDGES BAY TREATMENT PLANT LANDFORM PROJECT –
BEACHES 3 AND 4**
RFT No. 10038955

KEY ISSUE

Award of Request for Tender (RFT) No. 10038955 for Supply and Delivery of Cobble Stone to Ashbridge's Bay Treatment Plant Landform Project – Beaches 3 and 4.

RECOMMENDATION:

WHEREAS Toronto and Region Conservation Authority (TRCA) is engaged in a project that requires supply and delivery of cobble stone;

AND WHEREAS TRCA solicited tenders through a publicly advertised process;

THEREFORE, THE EXECUTIVE COMMITTEE RECOMMENDS THAT Request for Tender (RFT) No. 10038955 for Ashbridge's Bay Treatment Plant Landform Project be awarded to Glenn Windrem Trucking at a total cost not to exceed \$2,020,837, plus applicable taxes, to be expended as authorized by TRCA staff;

THAT TRCA staff be authorized to approve additional expenditures to a maximum of \$202,084 (10% 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

TRCA, in partnership with the City of Toronto, has commenced construction of three shore-connected breakwaters and a headland-beach system as part of the Ashbridges Bay Treatment Plant (ABTP) Landform Project located on the north shore of Lake Ontario, in the City of Toronto.

The Ashbridges Bay area has been the subject of several environmental assessments intended to identify a solution to local shoreline erosion and sediment deposition issues while considering approved planning initiatives and current uses in the project area.

Item 8.1

Erosion control for long-term shoreline stability and protection of existing facilities, as well as management of sediment from the Coatsworth Cut navigation channel were identified as critically important to the City of Toronto. An integrated approach was decided upon which included the development of detailed designs and construction of the ABTP Landform as a solution to the erosion and sediment control issues at Ashbridges Bay.

Construction of the ABTP Landform, in accordance with the detailed designs, was authorized during the City Council meetings on April 16 and 17, 2019.

At TRCA's Board of Directors meeting #4/19, held on April 26, 2019, RES.#A58/19 provided staff with direction to negotiate and enter and execute one or more service agreements with the City of Toronto to construct the ABTP. On June 26, 2019, TRCA and the City of Toronto executed an Interim Letter Agreement allowing TRCA to undertake preconstruction activities. The Final Agreement for construction of the ABTP Landform Project was effective September 30, 2019, with construction activities officially beginning on January 13, 2020.

A comprehensive implementation phasing plan for the landform was prepared as part of detailed design. Construction of the Landform was split into three components and three corresponding cells, constructed from west to east. Each phase involved the construction of a confinement berm to isolate the fill area from the lake, the filling of the cell, the construction of a protective headland-beach system, and submerged shoal habitat features.

There are also central and east breakwater components, which together, provide a long-term solution to address the sedimentation issue within the Coatsworth Cut navigation channel which TRCA currently maintains through a \$250,000 per year dredging program.

Given the scope of the Landform Project, an estimated five-year phased approach is required to construct the works that commences in 2020. The phases are as follows:

- Phase 1 – Construction of the Cell 1 confinement berm, filling of Cell 1, and construction of the headland-beach system and submerged shoals associated with Cell 1
- Phase 2 – Construction of Cell 2 confinement berm, filling of Cell 2, construction of headland-beach system and submerged shoals associated with Cell 2
- Phase 3 – Construction of the Cell 3 confinement berm, filling of Cell 3, and armourstone and rip-rap placement
- Phase 4 and 5 – Construction of Eastern and Central Breakwater, and shoal construction

At the time of writing this report, construction of all 3 confinement berms, filling of Cell 1 and Cell 2 and construction of Headlands 2 and 3 are complete. Headlands 1 and 4 are currently under construction.

Item 8.1

The purpose of this report is to obtain approval to procure the cobble material for Beach 3 and Beach 4, which are retained between Headlands 3, 4 and the eastern berm. The cobble beaches provide erosion protection to the shoreline and contribute to aquatic habitat enhancements.

Potential suppliers were given the option to deliver material either by truck or by barge, as both are reasonable options for this site.

RATIONALE

A Request for Tender (RFT) was publicly advertised on the public procurement website www.biddingo.com on January 10, 2023, with two (2) delivery options (Option 1: Contract No. 10038954 - Delivery by Barge and Option 2: Contract No. 10038955 - Delivery by Land). A mandatory meeting and site tour was held on January 18, 2023. The RFT closed on February 1, 2023. Two (2) addendums were issued to respond to questions received.

A total of eleven (11) firms downloaded the documents and five (5) bids were received from the following suppliers:

- Dean Construction Company Ltd.
- Dufferin Aggregates
- Glenn Windrem Trucking
- Gott Natural Stone '99 Inc.
- H.R. Doornekamp Construction Ltd (By barge)

The Procurement Opening Committee opened the Tenders on February 1, 2023, with the following results:

Proponent	Fee (Plus HST)	Remarks
Glenn Windrem Trucking	\$ 2,020,837	Option 2: By Land Contract No. 10038955
Dufferin Aggregates	\$ 2,038,645	Option 2: By Land Contract No. 10038955
Gott Natural Stone '99 Inc.	\$ 2,094,295	Option 2: By Land Contract No. 10038955
H.R. Doornekamp Construction Ltd.	\$ 2,608,501	Option 1: By Barge Contract No. 10038954
Dean Construction Company Ltd.	\$ 4,900,539	Option 2: By Land Contract No. 10038955

An Evaluation Committee comprised of staff from Erosion Risk Management and Construction Services reviewed the bid documents. The lowest bid submitted was for delivery Option 2 (Contract No. 10038955 - Delivery by Land).

Item 8.1

Staff reviewed the bid received from Glenn Windrem Trucking against its own cost estimate and has determined that the bid is of reasonable value and meets the requirements as outlined in the RFT documents. Therefore, it is recommended that Contract No.10038955 be awarded to Glenn Windrem Trucking at a total cost not to exceed \$2,020,837, plus 10% contingency, plus applicable taxes, it being the lowest bid meeting TRCA's specifications.

Relationship to TRCA's 2022-2034 Strategic Plan

This report supports the following Pillar and Outcome set forth in TRCA's 2023-2034 Strategic Plan:

Pillar 1 Environmental Protection and Hazard Management:

- 1.1 Deliver provincially mandated services pertaining to flood and erosion hazards

FINANCIAL DETAILS

The estimated project cost for construction of the ABTP is \$96 million net of all applicable taxes (\$97.7 million net of HST recoveries).

Funds to support these contracts will be recovered through the service agreement with the City of Toronto and tracked under account code 183-02.

Report prepared by: Ahmed Al-Allo; Jet Taylor

Emails: ahmed.alallo@trca.ca; jet.taylor@trca.ca

For Information contact: Jet Taylor, (365) 566-2378

Email: jet.taylor@trca.ca

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Attachments: 1

Attachment 1 - Key Map of Project Location