

Section I – Items for Authority Action

TO: Chair and Members of the Executive Committee
Meeting #7/18, Friday, September 07, 2018

FROM: Nick Saccone, Senior Director, Restoration and Infrastructure

RE: **COATSWORTH CUT CHANNEL DREDGING**
Award of Contract #10008666 for Maintenance Dredging of Coatsworth Cut Channel, City of Toronto.

KEY ISSUE

Award of Contract #10008666 to complete maintenance dredging of the Coatsworth Cut Channel by Ashbridge's Bay Park in the City of Toronto.

RECOMMENDATION

THE EXECUTIVE COMMITTEE RECOMMENDS THAT Contract #10008666 be awarded to Galcon Marine Ltd. for the channel dredging at Coatsworth Cut in the City of Toronto, at a total cost not to exceed \$203,500.00 plus HST, as they are the lowest bidder that best meets Toronto and Region Conservation Authority (TRCA) specifications;

THAT TRCA staff be authorized to approve additional expenditures to a maximum of \$40,700.00 as a contingency allowance as directed by the City;

THAT if the contingency is not required when the work is nearing substantial completion, that staff be allowed to authorize the Contractor to remove additional sediment from the channel with these funds to provide additional capacity;

AND FURTHER THAT authorized TRCA officials be directed to take any action necessary to implement the agreement including obtaining any required approvals and the signing and execution of 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 Ashbridge's Bay Park. In response to increasing dredging volumes and associated expenses over time, in 1999 TRCA began to investigate shoreline modification options that would eliminate the need for annual maintenance dredging.

Currently the long-term solution to the sedimentation problem in Coatsworth Cut being addressed through a number of planning initiatives; however, TRCA plans to continue with maintenance dredging until such time that the final solution is in place and sedimentation rates are confirmed to be declining in response. As of the date this communication was prepared, implementation of the preferred solution is expected to commence in 2019 pending receipt of the necessary approvals and funding with work anticipating to take 4 - 6 years to complete.

Maintenance dredging at Coatsworth Cut was last completed in the fall of 2017 with the removal of approximately 2,650 cubic metres of material. The dredged material was tested and deemed to meet parkland quality guidelines for disposal at Woodbine Beach to replenish sand and re-grade the volleyball courts.

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Material was tested in 2018 in preparation for the proposed dredging activities. Of the four samples analyzed, three failed Ministry of Environment, Conservation and Parks (MOECP) Table 3 Residential Parkland Institutional criteria. As such, dredgeate will be stockpiled by the contractor, with appropriate erosion and sediment control, and TRCA will coordinate offsite disposal at a licensed MOECP facility.

RATIONALE

Request for Proposal (RFP) #10008666 was publicly advertised on Biddingo.com on July 13, 2018, and a mandatory site information meeting was held on July 19, 2018. The following contractors attended this meeting:

- Galcon Marine Ltd.;
- Dean Construction Company Ltd.;
- Catalina Excavating;
- Terrapure Environmental; and
- Ontario Construction Company.

Bids were opened at the Procurement Opening Committee meeting held on August 2, 2018 by TRCA staff (Jet Taylor, James Dickie and Lisa Moore).

Members of the Selection Committee, consisting of TRCA staff reviewed the proposal submissions and were evaluated on a weighted scoring system consisting of 50% reasonableness of cost, 30% corporate experience and resources and the remaining 20% on the reference check. Along with unit rates for the channel maintenance dredging, bidders were to include company resources, relevant experience, references, and health and safety certificates to ensure TRCA is receiving good value for services. From the evaluation, the highest ranked Bidder will be selected to complete the works. The table below summarizes the results of RFP #10008666 assuming the removal of 2,100 cubic metres of sediment.

RFP # 10008666
Coatsworth Cut Project – Channel Dredging Works

BIDDERS	MOBILIZATION/ DEMOBILIZATION	DREDGING (\$/m³)	TOTAL (plus HST)	Overall Ranking
Galcon Marine Ltd.	\$130,000.00	\$35.00	\$203,500.00	1
Dean Construction Company	\$229,240.00	\$192.88	\$634,288.00	2

The main tender items that varied substantially between contractors were the proposed mobilization/demobilization cost and the dredging cost. The difference in pricing between mobilization/demobilization 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. Galcon Marine Ltd. intends to mobilize by water from Keating Channel and has priced their mobilization accordingly. Dean Construction Company Ltd. has to mobilize their equipment by water from LaSalle Ontario (Detroit River) which is more expensive due to the time and distance from the site. The difference in pricing between dredging cost is based on equipment and company size. Galcon Marine Ltd. is a relatively small company using small equipment where Dean Construction Company Ltd. is a relatively large company with large equipment.

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Based on the evaluation of the received proposals, it was determined that Galcon Marine Ltd. was the highest ranking bidder and most competitively priced overall. Galcon Marine Ltd.'s experience and ability to undertake similar projects was confirmed through reference checks which resulted in positive feedback. Therefore, staff recommends that Galcon Marine Ltd. be awarded Contract #10008666 for dredging works for a total amount not to exceed \$203,500.00, to be expended as authorized by TRCA staff, plus a 20% contingency, plus HST; it being the lowest bid that meets TRCA specifications and the requirements as outlined in the RFP contract documents.

As it is standard practice to include a contingency in project estimation in the event of unforeseen events, an additional allowance of \$40,700.00 is recommended. However, as the City has directed TRCA to remove as much material as possible with the available budget, it is recommended that staff monitor project expenditures during the course of the work, and be allowed to utilize the contingency to remove additional material to the limit of funding remaining.

Dredging is tentatively scheduled to commence in early October 2018, pending authorization to award Contract #10008666 and the receipt of all necessary approvals. This contract is anticipated to take approximately five weeks to complete, weather permitting.

This project is aligned with leadership strategy number two in TRCA's new strategic plan, as ensuring safe navigation of our waterways is an important component of successfully managing our water resources for current and future generations. Ongoing deposition reduces available water depth in the channel, creating a hazard to boaters and limiting marine-based emergency access if not addressed.

FINANCIAL DETAILS

Funding for this project, including Contract #10008666, staff time and all associated costs to manage this contract is available from the City of Toronto within TRCA's 2018 waterfront capital budget, account 211-16.

DETAILS OF WORK TO BE DONE

Dredging is planned to commence in October of this year. Project updates, including start date, estimated duration and any delays will be communicated to primary stakeholders such as the City Councillor, Parks Supervisor and the Ashbridge's Bay Yacht Club through ongoing email correspondence. The impact to the public is anticipated to be minimal as the dredging will be undertaken in October, following the busy boating season.

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