

Item 8.3.

Section I – Items for Board of Directors Action

TO: Chair and Members of the Executive Committee
Meeting #4/19, Friday, May 03, 2019

FROM: Moranne McDonnell, Director, Restoration and Infrastructure

RE: **REQUEST FOR TENDER FOR SUPPLY AND DELIVERY OF 100-700 MILLIMETRE CORE STONE MATERIAL FOR THE ASHBRIDGES BAY TREATMENT PLANT LANDFORM PROJECT**
RFT No. 10020798

KEY ISSUE

Award of Request for Tender (RFT) No. 10020798 for the supply and delivery of 100,000 tonnes of 100-700 millimetre core stone material for the cell one perimeter berm of the Ashbridges Bay Treatment Plant Landform Project.

RECOMMENDATION

WHEREAS Toronto and Region Conservation Authority (TRCA) is engaged in a project that requires the supply and delivery of 100,000 tonnes of 100-700 millimetre core stone material;

AND WHEREAS TRCA solicited tenders through a publicly advertised process;

THEREFORE THE EXECUTIVE COMMITTEE RECOMMENDS THAT Request for Tender (RFT) No. 10020798 for the Ashbridges Bay Treatment Plant Landform Project be awarded to Dufferin Aggregates at a total cost not to exceed \$3,367,000, plus applicable taxes, to be expended as authorized by Toronto and Region Conservation Authority (TRCA) staff;

THAT TRCA staff be authorized to approve additional expenditures to a maximum of \$336,700 (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

On May 2, 2012, TRCA was notified of the Toronto Council decision on April 10 and 11, 2012 to direct Toronto Water to enter into a joint initiative with TRCA to lead an Environmental Assessment Study that considers a landform, south of the Ashbridge's Bay Wastewater Treatment Plant, to provide for the construction of the Coatsworth Cut stormwater treatment wetland and combined sewer overflow high-rate treatment facility, and integrate with other projects planned for the area.

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At Authority Meeting #5/12, held on June 22, 2012, RES.#A96/12 provided staff direction to lead the Environmental Assessment Study, in collaboration with Toronto Water, Parks, Forestry and Recreation, Toronto Waterfront Secretariat, and Toronto Waterfront Revitalization Corporation. TRCA then proceeded to undertake a Conservation Ontario Class Environmental Assessment (Class EA) to support the advancement of the project, resulting in the study entitled "Ashbridges Bay Erosion and Sediment Control Project – Conservation Ontario Class EA". This Class EA study identified a preferred alternative that consists of erosion and sediment control structures that integrate with the lakefill area required for the City's planned facilities and provides a long-term solution to address the sedimentation issue with the Coatsworth Cut navigation channel which TRCA currently maintains through a \$250,000 per year dredging program.

In June 2014, Toronto City Council authorized the finalization of the Environmental Study Report for the Class EA and authorized Toronto Water to undertake the detailed design of the Ashbridges Bay Treatment Plant Landform Project as a joint initiative to be led by TRCA. TRCA coordinated the detailed design for the Ashbridges Bay Treatment Plant Landform in 2017, incorporating the approved design concepts as outlined in the City of Toronto's Coatsworth Cut and Don River and Central Waterfront EAs and TRCA's Ashbridges Bay Erosion and Sediment Control EA. The detailed design process was completed in 2018 and a permit application was submitted to Transport Canada. Department of Fisheries and Oceans and Ports Toronto authorizations and permits are currently in progress.

On April 16, 17 and 18, 2019, City Council authorized the General Manager, Toronto Water to proceed with the construction of the Ashbridges Bay Treatment Plant Landform in accordance with the detailed design completed by the TRCA in 2018. In addition, the General Manager, Toronto Water, was authorized to negotiate, enter into, and execute, one or more agreements as may be necessary with the TRCA for the construction of the Landform on an actual direct construction cost recovery basis plus a reasonable administrative fee not to exceed five percent of the project cost, satisfactory to the General Manager, Toronto Water, and on such terms and conditions as are acceptable to the General Manager, Toronto Water, and in a form satisfactory to the City Solicitor.

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 into and execute one or more service agreements with the City of Toronto to construct the Ashbridges Bay Treatment Plant Landform.

A comprehensive implementation phasing plan for the landform was prepared as part of detailed design. Construction of the Landform will be split into three components and three corresponding cells, which will be constructed from west to east. Each phase involves 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 is a central and east breakwater, which together, provides 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.

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Given the scope of the Landform Project, an estimated five to six-year phased approach is required to construct the works commencing in 2019. The phases are as follows and are depicted in Figure 1:

- 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 the east breakwater
- Phase 3 – Construction of the Cell 2 confinement berm, filling of Cell 2, and construction of the headland-beach system and submerged shoals associated with Cell 2
- Phase 4 – Construction of the central breakwater
- Phase 5 – Construction of the Cell 3 confinement berm (revetment) and filling of Cell 3

RATIONALE

The timing and need for fill material to construct the Landform overlaps with the generation of surplus fill materials from three other Toronto Water projects in close proximity to the Landform site: the Don River and Central Waterfront (Phase 1) Tunnel, the Ashbridges Bay Treatment Plant Outfall Tunnel, and the Ashbridges Bay Treatment Plant Integrated Pumping Station. Transfer of fill material generated by these projects to the Landform will offset costs otherwise incurred to dispose of the excess material off-site. Transfer of up to 1.2 million cubic metres of fill material from the three above-noted Toronto Water projects to the Landform Project can generate up to \$21M of savings to those projects - compared to the cost of hauling the fill material to an alternate disposal site.

The Landform construction sequencing plan was developed to maximize this opportunity by aligning the construction schedule of the three other projects with the construction schedule of the Landform, and there is little room for schedule slippage. Construction of the Landform must begin in 2019, with the construction of the Cell 1 berm and east breakwater completed by March 31, 2020. Delaying the project will result in the loss of the 2019 in-water construction window, in addition to \$3.3M of lost savings and 171,000 cubic metres of fill material redirected to another site.

In order to ensure that a July start is achievable, TRCA has undertaken the necessary pre-planning procurement work to put the project in the position to move forward with implementation upon execution of the service agreement with the City of Toronto. The material required to construct the confinement berm for Cell 1 is the focus of the pre-planning work. Material required for construction of the breakwaters, confinement Cells 2 and 3, along with the headland-beach system and submerged shoals, will be procured through separate contracts.

A Request for Tender for general contractors for materials required to build the first cell of the Landform was publicly advertised on the public procurement website www.biddingo.com on April 4, 2019. A mandatory meeting and site tour was held on April 11, 2019. The RFT closed on April 18, 2019.

Two addendums were issued to respond to questions received.

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

- Atlantis Marine Construction Canada Inc.
- Dufferin Aggregates
- Glenn Windrem Trucking
- Lafarge Canada Inc.
- Metric Contracting Services Corporation
- Seeley and Arnill Construction

The Procurement Opening Committee opened the Tenders on April 18, 2019 at 11:30am with the following results:

Proponent	Fee (Plus HST)
Dufferin Aggregates	\$3,367,000
Atlantis Marine Construction Canada Inc.	\$3,493,000
Metric Contracting Services Corporation	\$3,688,000
Glenn Windrem Trucking	\$4,050,000
Seeley and Arnill Construction	\$4,120,000
Lafarge Canada Inc.	\$4,995,000

Staff reviewed the bid received from Dufferin Aggregates 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. 10020798 be awarded to Dufferin Aggregates, a division of CRH Canada Group Inc. at a total cost not to exceed \$3,367,000, plus 10% contingency, plus applicable taxes, it being the lowest bid meeting TRCA's specifications.

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

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

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

The supply of materials outlined in this report will provide long term shoreline erosion control to existing City of Toronto facilities while providing a landbase for new City of Toronto infrastructure including a High Rate Treatment Plant as identified in the Don River and Central Waterfront EA.

Strategy 7 – Build partnerships and new business models

By collaborating with the City of Toronto on this large-scale waterfront construction initiative, which aligns closely with both City of Toronto and TRCA priorities, we are strengthening our municipal relationships and demonstrating our ability to deliver on these types of projects.

Strategy 12 – Facilitate a region-wide approach to sustainability

The implementation of this project involves the integration of three Class EAs (two City of Toronto led and one TRCA led) which will allow for a new High Rate Treatment Plant allowing the City of Toronto to better address the treatment demands of a growing city, provide long term erosion control to the Toronto shoreline and waterfront infrastructure, and address the sedimentation issue within the Coatsworth Cut navigation channel which TRCA currently maintains through a \$250,000 per year dredging program.

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FINANCIAL DETAILS

The estimated project cost for construction of the Ashbridges Bay Treatment Plant Landform Project is \$96.0 million net of all applicable taxes (\$97.7 million net of HST recoveries). TRCA will work with the City of Toronto to further refine the implementation budget prior to signing a service agreement to undertake the work.

The contract for RFT 10020798 will not be awarded until an agreement is in place with the City of Toronto that will facilitate transfer of funds to TRCA allowing the recovery of all implementation expenses on a cost recovery basis plus an administrative fee (to not exceed 5%). Funds to support the contract for RFT 10020798 will be recovered through the service agreement and tracked under account code 183-02.

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Date: April 3, 2019