

Section I – Items for Board of Directors Action

TO: Chair and Members of the Executive Committee
Friday, January 15, 2021 Meeting

FROM: Anil Wijesooriya, Director, Restoration and Infrastructure

RE: **REQUEST FOR TENDER FOR SUPPLY AND DELIVERY OF VARIOUS AGGREGATE FOR THE ASHBRIDGES BAY TREATMENT PLANT LANDFORM PROJECT**
RFT No. 10035223, 10035225, 10035226

KEY ISSUE

Award of Request for Tender (RFT) No. 10035223 – Supply and Delivery of 30,600 tonnes of 100 - 700 mm Core Stone. Award of Request for Tender (RFT) No. 10035225 – Supply and Delivery of 35,300 tonnes of 4 - 6 tonne Armour Stone. Award of Request for Tender (RFT) No. 10035226 – Supply and Delivery of 9,200 tonnes of 3 - 5 tonne Armour Stone.

RECOMMENDATION

THE EXECUTIVE COMMITTEE RECOMMENDS THAT WHEREAS Toronto and Region Conservation Authority (TRCA) is engaged in a project that requires the supply and delivery of various aggregate;

AND WHEREAS TRCA solicited tenders through a publicly advertised process;

THEREFORE, LET IT BE RESOLVED THAT Request for Tender (RFT) No. 10035223 be awarded to Bot Construction Limited at a total cost not to exceed \$1,059,066, 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 \$105,906 (10% of the project cost), plus applicable taxes, in excess of the contract cost as a contingency allowance if deemed necessary;

THAT Request for Tender (RFT) No. 10035225 be awarded to CDR Young's Aggregates at a total cost not to exceed \$2,995,205, 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 \$299,520 (10% of the project cost), plus applicable taxes, in excess of the contract cost as a contingency allowance if deemed necessary;

THAT Request for Tender (RFT) No. 10035226 be awarded to Glenn Windrem Trucking at a total cost not to exceed \$780,620, 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 \$78,062 (10% of the project cost), plus applicable taxes, in excess of the contract cost as a contingency allowance if deemed necessary;

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THAT should TRCA staff be unable to negotiate a contract with the above-mentioned Proponents, 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.

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.#A56/19 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. The final agreement for construction of the ABTP Landform Project was executed on December 23, 2019 and construction activities officially began on January 13, 2020.

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 also 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.

Given the scope of the Landform Project, an estimated five to six-year phased approach is required to construct the works commencing in 2020. 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 Cell 2 confinement berm, filling of Cell 2, construction of

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- 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

Approval to award Contract #10020798 for supply and delivery of material required for the construction of the Cell 1 confinement berm was recommended for approval at Executive Committee meeting #4/19 held on Friday May 03, 2019 and was approved at the Board of Directors meeting #5/19 held on Friday May 24, 2019.

Construction of the Cell 1 confinement berm commenced on February 5, 2020 and was completed on June 19, 2020.

Approval to award Contract #10033378 for supply and delivery of material required for construction of the Cell 2 confinement berm was recommended for approval at Executive Committee meeting #4/20 held on June 12, 2020 and was approved at the Board of Directors meeting #5/20 held on June 26, 2020.

Construction of the Cell 2 confinement berm commenced on June 22, 2020 and was completed on October 28, 2020.

RATIONALE

Both Cell 1 and Cell 2 confinement berms have been completed and staff are preparing to begin construction of two of the four headlands.

These headlands are designed to provide protection to the confinement berms, and retain cobble beach material which will be procured through a separate contract in the future.

A Request for Tender for supply and delivery of materials required to build the West and Central West headlands was publicly advertised on the public procurement website www.biddingo.com on November 9, 2020. An optional meeting and site tour was held on November 18, 2020. The RFT closed on November 30, 2020.

Two addendums were issued to respond to questions received.

A total of 25 firms downloaded the documents and submissions were received from the following Proponent(s):

- Bot Construction Limited
- CDR Young's Aggregates
- Dufferin Aggregates
- Glenn Windrem Trucking
- Miller Paving Limited

The Procurement Opening Committee opened the Tenders on November 30, 2020 with the following results:

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Contract #10035223 – Supply and Delivery of 30,600 tonnes of 100-700 mm Core Stone

Proponent	Fee (Plus HST)
Bot Construction Limited	\$1,059,066
Dufferin Aggregates	\$1,071,612
Glenn Windrem Trucking	\$1,243,890
Miller Paving Limited	\$1,131,588

Staff reviewed the bid received from Bot Construction Limited 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. 10035223 be awarded to Bot Construction Limited at a total cost not to exceed \$1,059,066, plus 10% contingency, plus applicable taxes, it being the lowest bid meeting TRCA's specifications.

Contract #10035225 – Supply and Delivery of 35,300 tonnes of 4 - 6 tonne Armour Stone

Proponent	Fee (Plus HST)
CDR Young's Aggregates	\$2,995,205

Staff reviewed the bid received from CDR Young's 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. 10035225 be awarded to CDR Young's Aggregates at a total cost not to exceed \$2,995,205, plus 10% contingency, plus applicable taxes, it being the lowest bid meeting TRCA's specifications.

Contract #10035226 – Supply and Delivery of 9,200 tonnes of 3 - 5 tonne Armour Stone

Proponent	Fee (Plus HST)
Glenn Windrem Trucking	\$780,620

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. 10035226 be awarded to Glenn Windrem Trucking at a total cost not to exceed \$780,620, plus 10% contingency, plus applicable taxes, it being the lowest bid meeting TRCA's specifications.

One bid was received for Contracts #10035225 and #10035226 and based on past vendor feedback it is mostly likely due to the limited number of available armour stone suppliers that can meet the requirements of these contracts, both in quantity of stone required, as well as the delivery rates expected during the term of the contracts.

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

Strategy 7 – Build partnerships and new business models

Strategy 12 – Facilitate a region-wide approach to sustainability

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

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infrastructure including a High Rate Treatment Plant as identified in the Don River and Central Waterfront EA. Further, 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. 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.

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).

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

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