

Section II – Items for Executive Action

TO: Chair and Members of the Executive Committee
Friday, February 11, 2022 Meeting

FROM: Anil Wijesooriya, Director, Restoration and Infrastructure

RE: **REQUEST FOR TENDER FOR SUPPLY AND DELIVERY OF VARIOUS AGGREGATES FOR THE PORT UNION PHASE 1 – BEACH CURB MAJOR MAINTENANCE PROJECT, CITY OF TORONTO**
RFT No. 10037000, 10037002

KEY ISSUE

Award of Request for Tender (RFT) No. 10037000, 10037002, for supply and delivery of various aggregates for the Port Union Phase 1 – Beach Curb Major Maintenance Project

RECOMMENDATION

WHEREAS Toronto and Region Conservation Authority (TRCA) is engaged in a project that requires supply and delivery of various materials to support construction of detailed designs at Port Union;

AND WHEREAS TRCA solicited tenders through a publicly advertised process and selected the preferred bidder based on the lowest cost;

THEREFORE LET IT BE RESOLVED THAT Request for Tender (RFT) No. 10037000, for the Port Union Phase 1 – Beach Curb Major Maintenance Project be awarded to Doornekamp Construction Ltd. at a total cost not to exceed \$ 319,200, plus applicable taxes, to be expended as authorized by TRCA staff;

THAT TRCA staff be authorized to approve additional expenditures to a maximum of \$31,920 (approximately 10% of the tender cost), plus applicable taxes, in excess of the contract cost as a contingency allowance if deemed necessary;

THAT Request for Tender (RFT) No. 10037002, for the Port Union Phase 1 – Beach Curb Major Maintenance Project be awarded to Doornekamp Construction Ltd. at a total cost not to exceed \$ 255,500, plus applicable taxes, to be expended as authorized by TRCA staff;

THAT TRCA staff be authorized to approve additional expenditures to a maximum of \$25,550 (approximately 10% of the tender cost), plus applicable taxes, in excess of the contract cost as a contingency allowance if deemed necessary;

AND THAT NOTWITHSTANDING THE ABOVE should Metrolinx require TRCA support to urgently address erosion issues on their property immediately west of Highland Creek in support of efforts to protect the Lake Ontario Waterfront Trail that TRCA staff be authorized to increase the contract at the same per unit rates subject to all costs being covered by an agreement with Metrolinx with total costs to be reported back to the Board by TRCA staff;

THAT should TRCA staff be unable to negotiate a contract with the above-mentioned bidder, staff be authorized to enter into and conclude contract negotiations with other

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bidders that submitted tenders, beginning with the next lowest cost bidder 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

The Port Union Waterfront Park was constructed in the 2000s and 2010s in two phases. Phase I was completed in 2006 and is located between the mouth of Highland Creek and Port Union Village Common Park at the base of Port Union Road. This stretch of the park is protected by 13 erosion control structures - five armourstone headlands, six cobble beaches, one armourstone groyne and one armourstone beach curb. Phase II was completed in 2012 and is located between Adams Creek and the Rouge River. Together, these components provide protection to 13.5 hectares of park/greenspace, a 3.8 kilometre network of multi-use paths, and a Metrolinx railway line.

Annual inspections of the erosion control structures at Port Union Phase I and II have been occurring since construction was completed. The inspections assess the condition of the structures and the risk of failure. In 2016 the Port Union – Phase 1 Beach Curb (WF28.01) structure was flagged as a potential hazard, with medium priority for maintenance work and later upgraded to high priority in 2017.

Recent extreme weather events, including the high Lake Ontario water level events in 2017 and 2019, as well as major wind storms in April 2018, have negatively impacted the structure.

Following the 2017 high water level event, much of the existing beach washed away at the base of the beach curb structure, causing a portion of the armourstone wall to collapse. With a significant portion of the beach missing in this area, there was no longer a reduction in wave velocity, resulting in waves overtopping the structure. This overtopping is causing even further displacement of the armourstone beach curb and is ultimately impacting the waterfront trail.

Interim works were conducted by TRCA in 2019 to address immediate safety concerns. These works include the filling of sinkholes, as well as the repair of displaced armourstone. In addition, similar spot repairs were conducted in subsequent years.

In 2021, a more robust engineered solution was prepared by WSP to provide long-term protection to the waterfront trail. To implement these designs, TRCA requires supply and delivery of various aggregates.

Due to the restrictions imposed by the Metrolinx rail line, barging of the materials, as opposed to trucking was identified as the preferred approach to reduce overall project duration, impacts to the local trail and the environment.

Further, TRCA staff are in early discussions with the City of Toronto and Metrolinx to address erosion and flooding concerns that are impacting a section of the Waterfront Trail to the west of the mouth of the Highland Creek. This hazard is located on property that is owned by Metrolinx and, if this project proceeds, utilizing this contract to expedite material delivery will be beneficial to accelerating this critical work. Staff currently anticipate trucked delivery of the aggregate to this location to be preferable based on access requirements. TRCA's rough order of magnitude

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estimate for all material is \$700,000 based on similar projects. This is subject to change once the detailed design process has been initiated and actual quantities have been determined. TRCA staff will report back to the Board with an update once total costs for this have been confirmed.

RATIONALE

RFT documentation was posted on the public procurement website, Biddingo on December 3, 2021. A mandatory meeting and site tour was held on December 9, 2021. The RFT closed on December 21, 2021.

Three (3) addenda were issued to respond to questions received. A total of four (4) firms downloaded the documents. Dean Construction and McNally Construction sent their regrets due to their other commitments. Two (2) submissions were received via Biddingo from the following bidders, for delivery by barge:

- Doornekamp Construction Ltd.
- Galcon Construction

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An Evaluation Committee, comprised of staff from the Erosion Risk Management Business Unit and Contract Management Business Unit, reviewed the tenders. A lowest price evaluation was used to select the preferred bidder.

The Procurement Opening Committee opened the Tenders on December 21, 202 at 11:00 a.m. with the following results:

RFT # 10037000- Supply and Delivery of 4,200 Tonnes of 250mm to 500mm Round Stone to Port Union Ph.1- Beach Curb Major Maint. by barge

Bidder	Fee (Plus HST)
Doornekamp Construction Ltd.	\$319,200
Galcon Construction	\$668,388

Staff reviewed the bids received against its own cost estimate and has determined that the bids are of reasonable value and meets the requirements as outlined in the RFT documents. Therefore, it is recommended that contract No.10037000 be awarded to Doornekamp Construction Ltd at a total cost not to exceed \$ \$319,200, plus applicable taxes, it being the lowest bid meeting TRCA's specifications.

This contract is subject to a 10% contingency to be expended as authorized by TRCA staff.

RFT # 10037002 for supply and delivery of 3,500 Tonnes of 350mm to 500mm Rip rap to Port Union Ph.1- Beach Curb Major Maint. by Barge

Bidder	Fee (Plus HST)
Doornekamp Construction Ltd.	\$255,500
Galcon Construction	\$402,080

Staff reviewed the bids received against its own cost estimate and has determined that the bids are of reasonable value and meets the requirements as outlined in the RFT documents. Therefore, it is recommended that contract No.10037002 be awarded to Doornekamp Construction Ltd at a total cost not to exceed \$255,500, plus applicable taxes, it being the lowest bid meeting TRCA's specifications.

This contract is subject to a 10% contingency to be expended as authorized by TRCA staff.

TRCA staff will be conducting quarry inspections during the period of the contracts as necessary to verify that the material is of good quality and meets contract specifications.

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 8 – Gather and share the best sustainability knowledge

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FINANCIAL DETAILS

Funds for the contract will be recovered from the City of Toronto through the Waterfront Major Maintenance capital funding. The cost of executing this contract, including all staff time and associated costs to manage the Project, is being tracked under account 241-28.

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Date: January 7, 2022

Attachments: 1

Attachment 1: **Key Map of Project Location**