

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: October 23, 2013

SUBJECT: PROCUREMENT AUTHORIZATION
WOODBINE STATION
EASIER ACCESS AND SECOND EXIT
CONTRACT DC9-4

ACTION ITEM

REASON FOR CONFIDENTIAL INFORMATION:

This report contains advice or communications that are subject to solicitor-client privilege.

RECOMMENDATION

It is recommended that:

1. The Board authorize the award of Contract DC9-4, Woodbine Station Easier Access and Second Exit to Carillion Canada Inc. in the amount of \$20,262,149.78.
2. The Board receive the Confidential Attachment.
3. The confidential information in the Confidential Attachment remains confidential in its entirety, as it contains information that is subject to solicitor-client privilege.

FUNDING

Funding for this project is shared between the following projects:

- 3.9 Easier Access Phase III under Legislative category,
- 3.9 Second Exit under the Fire Ventilation Upgrade Project, under State of Good Repair/Safety category,
- 3.4 Structural Paving Rehabilitation, under State of Good Repair/Safety category,
- 2.2 Station Security Lighting Upgrade, under State of Good Repair/Safety category,
- 3.1 Station Modernization under Improvement category, and
- 3.1 Subway Station Ceiling Replacement Program, under State of Good Repair/Safety category.

Sufficient funds for this expenditure are included in the TTC's 2013 – 2022 Capital Program which was approved by City Council on January 16, 2013.

BACKGROUND

This contract combines a number of projects planned for Woodbine Station to be completed at the same time. The projects include the installation of elevators under the Easier Access Phase III project and construction of the second exit under the Fire Ventilation Upgrade Program along with other state of good repair works including re-paving of the bus driveway, lighting upgrades in the station, ceiling replacement, repairs to finishes and new stair tiles.

Therefore, the work of Contract DC9-4 Woodbine Station Easier Access and Second Exit includes:

- Installation of two elevators, one westbound platform to concourse and one eastbound platform to street level,
- Constructing the second exit from both subway platforms to street level at the northwest corner of Woodbine Avenue and Strathmore Boulevard,
- Automatic sliding doors at the main entrance and new second exit,
- Entrance fare line turnstiles and easier access fare gate,
- Way finding and directional signage throughout the station,
- Enhanced landscaping around the station, bus roadway and new second exit building,
- Ceiling replacement at concourse,
- Lighting fixture replacements at concourse and bus platform waiting areas, and
- Re-paving of the bus roadway.

The attached Appendix B provides an overview of the project.

DISCUSSION

A Request for Pre-Qualification of general contractors was publicly advertised on April 27, 2012 on the TTC's website and MERX and 22 companies requested copies of the pre-qualification information package, out of which 14 submissions were received. All pre-qualification statement packages were evaluated by the evaluation team, based on criteria such as corporate qualifications and past performance on projects of a similar size and nature, which resulted in pre-qualifying the following seven companies:

- Aecon Buildings, a Division of Aecon Construction Group Inc.
- Aquicon Construction Co. Ltd.
- Carillion Canada Inc.
- Buttcon Limited
- EllisDon Corporation
- Pomerleau Inc.
- Walsh Construction Company Canada

Specifications and drawings were prepared for Contract DC9-4 and a Request for Bids (“RFB”) was posted on the TTC’s website and MERX on July 18, 2013, allowing potential interested subcontractors to access the documents and provide their pricing to the pre-qualified contractors. Six of the pre-qualified contractors submitted bid prices as summarized on the attached Appendix A.

Walsh Construction Company Canada (Walsh) submitted the lowest priced bid and did not state any exceptions or qualifications. However, an unsatisfactory Contractor Performance Review was issued to Walsh in August 2013. As part of the evaluation and acceptance of bids as specified in the bid documents, the TTC expressly reserves the right to reject any bid from a contractor that received an unsatisfactory performance rating. Consequently, Walsh’s bid is not being recommended for award.

Aecon Buildings, A division of Aecon Construction Group Inc., (“Aecon”) submitted the second lowest priced bid however, it failed to submit a completed Bid Bond form as bid security, which is a mandatory requirement. Aecon’s submission included only page 2 of the Bid Bond (the signature page), but omitted page 1, thereby being incomplete. By not submitting the completed Bid Bond form (i.e. page 1), as required by the RFB, staff are unable to determine the bid bond amount, what has been bonded (i.e. the applicable contract), the bid bond number or whether the required bond was modified in any way. Consequently, as this is a mandatory requirement specified in the bid document, Aecon’s bid submission cannot be considered and is automatically rejected in accordance with the Commission’s Procurement Policy and Bid Irregularities Policy. Staff are also of the opinion that allowing Aecon to “correct” its bid, in any way, by providing page 1 after the close of the RFB would be improper and contrary to the express criteria as set out in the RFB.

Carillion Canada Inc. (Carillion) submitted the third lowest priced bid and did not state any exceptions or qualifications. Carillion has satisfactorily completed work of a similar size and nature.

The Agreement to Bond submitted by Carillion covers both a Labour and Material Payment Bond and a Performance Bond and was submitted by AIG Insurance Company of Canada, who have been verified as a Surety Company licensed to transact business under the Insurance Act of Ontario. As such they are considered financially capable of performing the work.

Carillion will be required to execute a Performance Bond and a Labour and Material Bond each in the amount of 50% of the contract value.

JUSTIFICATION

The bid submitted by Carillion Canada Inc. is the lowest priced acceptable bid.

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03075-897-9

Attachments: Appendix A
Appendix B

APPENDIX A

PROCUREMENT AUTHORIZATION
WOODBINE STATION EASIER ACCESS AND SECOND EXIT
CONTRACT DC9-4

SUMMARY OF BIDS

COMPANY	TENDER PRICE
Walsh Construction Company Canada***	\$19,480,070.00
Aecon Buildings, a division of Aecon Construction Group Inc.**	\$19,682,340.00
Carillion Canada Inc.*	\$20,262,149.78
Buttcon Limited	\$20,509,500.00
Aquicon Construction Co. Ltd.	\$22,037,260.00
EllisDon Corporation	\$22,396,600.00

(*) Recommended Company

(**) Incomplete Bid

(***) Not recommended due to unsatisfactory Contractor Performance Review rating

Appendix B

Woodbine Station Easier Access and Second Exit Project Overview

The Woodbine Station project consists of two new elevators as part of TTC's Easier Access program, and a second exit. Renderings are included at the end of the appendix.

EASIER ACCESS

Once complete, customers will find a barrier-free path to all levels of Woodbine Station including the following improvements:

- Two elevators to access eastbound and westbound platforms and the concourse level
- An accessible fare gate
- Automatic sliding doors at station entrances and bus platforms
- Improved wayfinding

SECOND EXIT

A second exit to Woodbine Station will be constructed at the northwest corner of Woodbine Avenue and Strathmore Boulevard. Work includes:

- New platform exits leading to stairs and corridor to the second exit building
- New landscape design at the second exit

STATE OF GOOD REPAIR UPGRADES

In addition to specific Easier Access and Second Exit construction, the following upgrades will be coordinated at Woodbine Station:

- Localized repairs to exterior and interior finishes
- New ceilings at the station concourse with lighting upgrades
- Repairs to stairs at the main station entrance
- Repairs to bus terminal paving
- Enhanced landscaping in the community garden and bus bay

CONSTRUCTION SCHEDULE

Construction of the elevators and second exit at Woodbine Station is scheduled to begin in early 2014 and be completed in 2017.

PUBLIC CONSULTATION and COUNCILLOR OUTREACH

Public outreach and consultation for the Woodbine Project has included the following.

The first public consultation was held on June 29, 2010 where TTC presented a preliminary design to the community. Since then, staff have finalized the design with input from local stakeholders.

On April 18, 2013, a community consultation was held where TTC presented the final design as well as further detailed information on the project including, schedule, construction impacts and mitigation measures. A full summary of feedback can be reviewed in the consultation report and the presentation can also be viewed on the project website www.projects.ttc.ca . Direct link: http://www.ttc.ca/About_the_TTC/Projects/Station_Improvements/Woodbine_Station/index.jsp

In advance of public consultations, meetings have been held with Councillor Janet Davis. Most recently, meetings have been held: April 12, 2012, October 5, 2012, December 20, 2012 including the Danforth East Community Association, April 11, 2013, and June 17, 2013. Additional meetings will be held with Councillor Davis and the local community in advance of construction and throughout construction beginning in 2014.

As part of the TTC's community relations program, a Community Liaison Officer was assigned to the project in May, 2012 to serve a single point of contact and will continue to work on the project throughout construction. A project brochure was mailed to the local community on January 28, 2013, and an update notice was recently issued on September 26, 2013.

PUBLIC CONSULTATION – NEXT STEPS

An additional public consultation will be held before heavy construction begins in early 2014 and the Community Liaison Officer will continue to ensure the local community has a direct link to the TTC and an advocate throughout construction.

PROPERTY

Two properties have been acquired for the project by the City of Toronto. These are 998 Woodbine, 996 Woodbine.

Appendix B



Woodbine Station – main station entrance with new elevator



Woodbine Station - new sliding doors

Appendix B



Woodbine Station – Future second exit at northwest corner of Woodbine Avenue and Strathmore Boulevard



Woodbine Station – Future second exit looking north