



STAFF REPORT ACTION REQUIRED

PROCUREMENT AUTHORIZATION KEELE YARD RETROFIT CONTRACT B4-36

Date:	September 28, 2015
To:	TTC Board
From:	Chief Executive Officer

Summary

The purpose of this report is to obtain authorization for the award of Contract B4-36 Keele Yard Retrofit to Century Group Inc. in the amount of \$8,017,118.35, on the basis of lowest Total Bid Price.

The work under Keele Yard Retrofit Contract includes the retrofit of the Keele Yard subway storage facility as shown in Appendix A and includes fire main rehabilitation, sprinkler system and lighting replacement, storm sewer rehabilitation work, south fencing replacement, traction power cabling and provisions for yard security installation.

Recommendations

It is recommended that the Board authorize:

1. Award of Contract B4-36, Keele Yard Retrofit to Century Group Inc. in the amount of \$8,017,118.35 inclusive of all taxes on the basis of lowest Total Bid Price.

Financial Summary

Sufficient funds for this expenditure are included in the TTC's 2015-2024 Capital Budget and Plan under the Toronto Rocket/T1 Rail Yard Accommodation Project, as noted on pages 547-553, which was approved by City Council on March 10/11, 2015. The Chief Financial & Administration Officer has reviewed this report and agrees with the financial impact information.

Accessibility/Equity Matters

There are no accessibility or equity issues associated with this report.

Decision History

The work of this contract consists of the supply of all labour, equipment and materials to rehabilitate Keele Yard to be reinstated as a train storage and layover facility.

Specifications and drawings were prepared for Contract B4-36 and a Request for Bids (RFB) was posted on the TTC's Website and MERX as of June 12, 2015. Thirty-One companies requested copies of the bid documents out of which three submitted a bid by the closing date of July 22, 2015 as summarized in Appendix B. The bid validity expires on November 19, 2015.

Staff contacted the other non-respondents prior to the RFB closing to inquire if they were going to submit a bid and the following is a summary of the responses received: will be submitting a bid as a subcontractor; unable to bid due to other commitments; unable to bid due to current workload and staff resources; downloaded the documents to review scope but more civil work than building work therefore not bidding; and scope of work too far outside of core competencies to be able to bid competitively.

Century Group Inc. (Century) submitted the lowest priced bid and did not state any exceptions or qualifications. Century is currently performing work for the TTC at Greenwood Yard under Contract GR1-46. Reference checks were completed which indicate that they have satisfactorily performed work of a similar size, nature and complexity in the past. Their bid is considered commercially acceptable and they are recommended for award of the contract.

Lisgar Construction Company Division of United Shelters Limited submitted the second lowest priced bid and also did not state any exceptions or qualifications and their bid is considered commercially acceptable.

Aplus General Contractors Corp. submitted the third lowest priced bid and also did not state any exceptions or qualifications and their bid is considered commercially acceptable.

The Agreement to Bond submitted by Century Group Inc. covers both a Labour and Material Payment Bond and a Performance Bond and was submitted by Travelers 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.

The successful bidder will be required to execute a performance bond and labour and material payment bond each in the amount of 50% of the contract value.

Issue Background

The arrival of new Toronto Rocket trains will lead to the transfer of all T1 trains from Line 1 to Line 2. This transfer increases the storage requirement on Line 2 and in turn, results in a need for alternate storage locations along the line. Alternate dispatching locations in the west end of Line 2 are beneficial in offsetting storage and dispatching from Greenwood Yard and thereby reducing costly deadheading of trains during morning service build-up. Keele Yard has been identified as a strategic location for layover and storage of trains. Upon completion of this contract, Keele Yard will be used to store and dispatch up to six T1 trains during daily service.

The rehabilitation of Keele Yard reinstates the yard as a suitable layover site for up to six T1 trains and various workcar vehicles required for nightly maintenance of the subway infrastructure. Previous contracts have been executed to rehabilitate the Keele concrete box structure and waterproofing system and new track and rehabilitation of the track supporting concrete slab have been undertaken. The work under this contract is necessary to complete the rehabilitation process.

Contact

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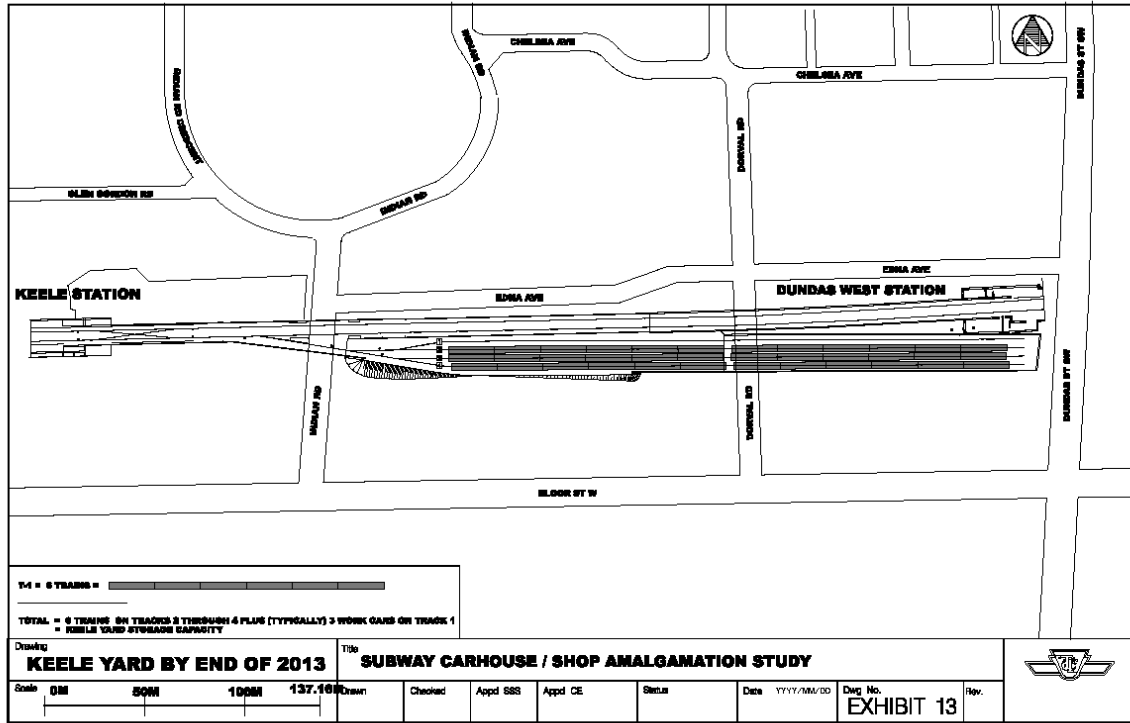
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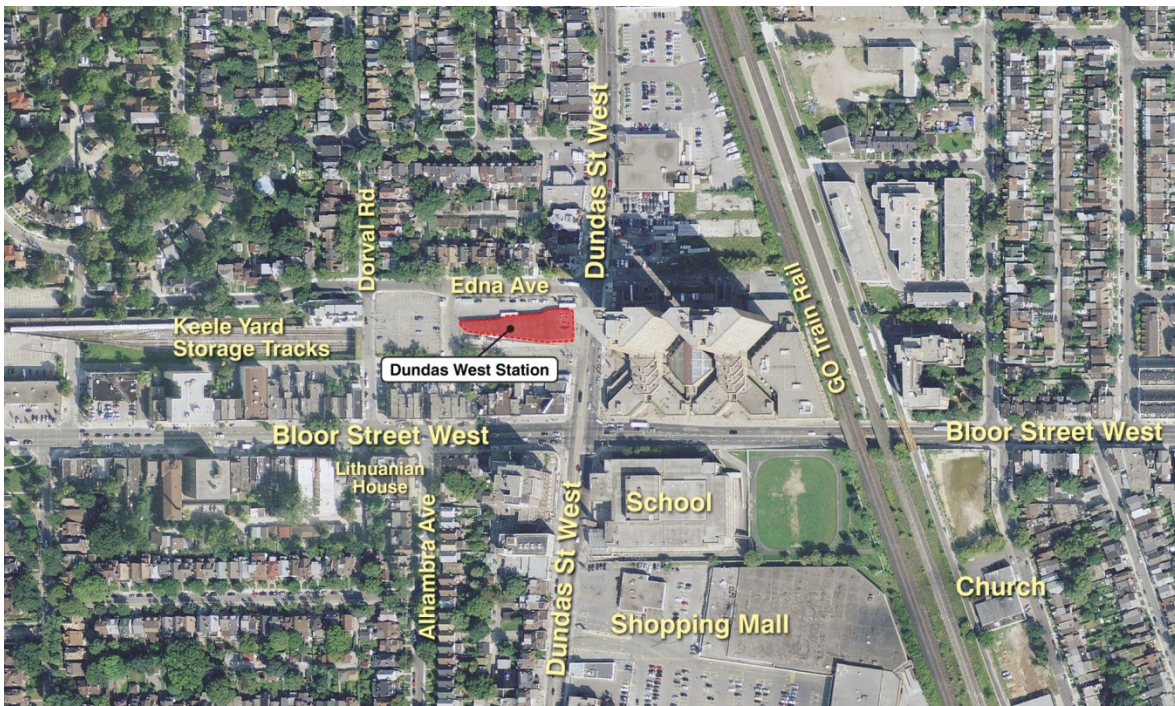
Attachments

Attachments – Appendices A and B.

APPENDIX A



Plot date: 02/20/10 File name: C:\26667102 Subway Carhouse-Shop Amalg Study\EXHIBITS-TR YARD NEEDS STUDY\DANS\EXHIBIT 4C- KEELE 2013 CAP.dwg



APPENDIX B

PROCUREMENT AUTHORIZATION
KEELE YARD RETROFIT - CONTRACT B4-36

SUMMARY OF BIDS

COMPANY	TOTAL BID PRICE
Century Group Inc. *	\$8,017,118.35
Lisgar Construction Company	\$8,356,350.00
Aplus General Contractors Corp.	\$11,186,435.00

* Recommended company