



Procurement Authorization – Sheppard-Yonge Station Bus Loop – On-Grade Pavement Rehabilitation

Date: November 22, 2023
To: TTC Board
From: Chief Capital Officer

Summary

The purpose of this report is to obtain authorization to award Contract Y7-8 Sheppard-Yonge Station – On-Grade Pavement Rehabilitation to Bronte Construction in the amount of \$12,168,782.22, inclusive of HST on the basis of the lowest total compliant bid price.

Sheppard-Yonge Station is an interchange station that is located on Line 1 (Yonge University and Line 4 (Sheppard)). Opened in 1971 / 72, it consists of a multi-level station and an at grade bus platform. The bus platform is served by four bus routes; the 84, 85, 98, and 320. The bus roadway was paved with a composite pavement in 1971 and had some minor modifications to the entrance and circulation with the opening of the Sheppard subway in 2002.

The work of this contract consists of the supply of all labour, equipment, and material to rehabilitate the on-grade pavement of the bus loop and to build a new ductbank along Harlandale Ave to service the existing requirements for TTC Operations.

TTC will provide an alternative bus operation during the closure of the bus loop. The proposed alternate service include passenger pickup/drop off along Sheppard Avenue West. Temporary access for passengers is provided through the bus loop. The construction will not result in loss of accessibility.

Recommendations

It is recommended that the TTC Board:

1. Authorize the award of Contract Y7-8, Sheppard-Yonge Station – On-Grade Pavement Rehabilitation, to Bronte Construction in the amount of \$12,168,782.22, inclusive of HST, on the basis of the lowest total compliant bid price.

Financial Summary

Funds for this expenditure are included in the TTC's 2023-2032 Capital Budget and Plan under Program 3.3 – On-Grade Paving Rehabilitation Program and Program 3.4 – Bridges and Structures Maintenance, which were approved by the TTC Board at its meeting on January 9, 2023, and City Council on February 15, 2023.

Costs for this contract will be allocated between the following two Capital Projects:

- 40% or \$4,867,512.89 (inclusive of HST) under 3.3 On-Grade Paving Rehabilitation Program and
- 60% or \$7,301,269.33 (inclusive of HST) under 3.4 Bridges and Structures Maintenance Program.

The 10-Year Capital Plan includes a total of \$122.006 million for the On-Grade Paving Rehabilitation Program and \$86.444 million for the Bridges and Structures Maintenance Program, comprising of annual cash flow funding, as outlined in Table 1 below:

Table 1 – 2023-2032 Capital Budget and Plan – 3.3 On-Grade Paving Rehabilitation Program and 3.4 Bridges and Structures Maintenance Program

| Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | 2028-2032 | 10 Year Total |
|--|--------|--------|--------|-------|-------|-----------|---------------|
| On-Grade Paving Rehabilitation Program | 11,362 | 16,028 | 15,955 | 9,233 | 5,400 | 64,028 | 122,006 |
| Bridges and Structures Maintenance Program | 10,235 | 15,982 | 7,070 | 4,055 | 7,302 | 41,800 | 86,444 |

(In thousands)

Based on the expected progress of work, the contract expenditures will be incurred between 2023 and 2027, and will require the following estimated cash flow funding as presented in Table 2 below:

Table 2 – Y7-8, Sheppard Yonge Station On-Grade Paving Expenditure Forecast

| | 2023 Forecast | 2024 Forecast | 2025 Forecast | 2026 Forecast | 2027 Forecast | Total Contract Amount |
|--|----------------|------------------|------------------|------------------|----------------|-----------------------|
| Construction Expenditure (without HST) | \$98.3 | \$4,085.1 | \$4,513.6 | \$1,963.8 | \$108.1 | \$10,768.9 |
| Non-Rebatable HST 1.76% | \$1.7 | \$71.9 | \$79.4 | \$34.6 | \$1.9 | \$189.5 |
| Total Construction Expenses | \$100.0 | \$4,157.0 | \$4,593.0 | \$1,998.4 | \$110.0 | \$10,958.4 |
| Rebatable HST | \$11.0 | \$459.2 | \$507.3 | \$220.7 | \$12.2 | \$1,210.4 |

| | 2023 Forecast | 2024 Forecast | 2025 Forecast | 2026 Forecast | 2027 Forecast | Total Contract Amount |
|---------------------------------------|----------------|------------------|------------------|------------------|----------------|-----------------------|
| Total Authority, including HST | \$111.0 | \$4,616.2 | \$5,100.3 | \$2,219.1 | \$122.2 | \$12,168.8 |

(In thousands)

Table 3 below summarizes the allocation of funding between the two capital projects and the associated forecasted construction expenses attributable to the On-Grade Paving and Bridges/Structures Maintenance programs.

Table 3 – Allocation of Project Funding for Contract Expenses

| Funding Allocation | | | | | | |
|---|---------------|----------------|----------------|----------------|---------------|-----------------------|
| 3.3 – On-Grade Paving Rehabilitation Program | | | | | | |
| | 2023 Forecast | 2024 Forecast | 2025 Forecast | 2026 Forecast | 2027 Forecast | Total Contract Amount |
| Construction Expenditure (without HST) | 98.3 | 1,508.5 | 1,808.2 | 892.7 | 0.0 | 4,307.7 |
| Non Rebatale HST 1.76% | 1.7 | 26.5 | 31.8 | 15.7 | 0.0 | 75.7 |
| Total Construction Expense | 100.0 | 1,535.0 | 1,840.0 | 908.4 | 0.0 | 4,383.4 |
| Rebatale HST | 11.0 | 169.6 | 203.2 | 100.3 | 0.0 | 484.1 |
| Total Authority, including HST | 111.0 | 1,704.6 | 2,043.2 | 1,008.7 | 0.0 | 4,867.5 |
| 3.4 – Bridges/Structures Maintenance Program | | | | | | |
| | 2023 Forecast | 2024 Forecast | 2025 Forecast | 2026 Forecast | 2027 Forecast | Total Contract Amount |
| Construction Expenditure (without HST) | 0.0 | 2,576.7 | 2,705.4 | 1,071.1 | 108.1 | 6,461.3 |
| Non Rebatale HST 1.76% | 0.0 | 45.3 | 47.6 | 18.9 | 1.9 | 113.7 |
| Total Construction Expense | 0.0 | 2,622.0 | 2,753.0 | 1,090.0 | 110.0 | 6,575.0 |
| Rebatale HST | 0.0 | 289.6 | 304.1 | 120.4 | 12.2 | 726.3 |
| Total Authority, including HST | 0.0 | 2,911.6 | 3,057.1 | 1,210.4 | 122.2 | 7,301.3 |

(in thousands)

The Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Equity/Accessibility Matters

As a proud leader in providing accessible public transit in the City of Toronto, the TTC is committed to ensuring accessible, reliable, safe, and inclusive transit services for all our customers. TTC staff have reviewed the work of this contract and assessed that this contract does not reduce accessibility or create barriers to customers, employees, and the communities that use Sheppard-Yonge Station.

Decision History

No prior decision history.

Issue Background

The Sheppard-Yonge Station is located at 20 Sheppard Ave. W. in Toronto, northwest of the intersection of Yonge Street and Sheppard Avenue West.

The TTC currently has various paved surfaces in more than 140 locations, essential for the overall delivery of a quality transit service. As these surfaces are subjected to roadway salts, heavy loading from buses as well as leakage of oil and fuel, freeze-thaw cycles, and extensive cracking and heaving, they create slippery conditions, uneven surfaces, tripping hazards, and potential liability for both patrons and employees. Although annual minor repair programs are in place; eventually, pavement conditions will dictate the need for full replacement as spot repairs become uneconomical as the pavement surpasses its 20-to-30-year life expectancy.

Contract Y7-8 was initiated as a result of a need to rehabilitate the existing bus loop at Sheppard-Yonge Station, including some repairs to the existing pavement with improvements to lighting and drainage of the bus loop. Additionally, a 30-cable ductbank along Harlandale Avenue, from the Sheppard substation to the electrical room, is going to be added to replace the existing ductbank that was found to be partially collapsed.

This ductbank takes into account the needs of TTC operations as well as the needs of other future projects.

The Sheppard-Yonge Station Bus Loop will be closed to customers during on-grade paving activities. No addition of buses or other schedule changes are required due to the closure of the bus loop during construction.

Comments

The Bid documents were prepared for Contract Y7-8, and a Request for Bids (RFB) was posted on the MERX website as of August 1, 2023.

Ten companies downloaded the bid documents from Merx, out of which three submitted a bid by the closing date of September 11, 2023, and their bids are summarized in the attached Appendix A. The bid validity expires on February 8, 2024.

The RFB stated that the bidders must possess a valid Certificate of Recognition (COR™) as issued by the Infrastructure Health and Safety Association (IHSA) at the time of the bid closing and for the duration of the contract.

Bronte Construction submitted the lowest-priced bid and did not state any exceptions or qualifications. Bronte Construction is COR™ certified, as specified in the Bid documents. Reference checks were completed, which indicate that they have satisfactorily performed work of similar size, scope and complexity in the past. Their bid is considered commercially acceptable.

Duron Ontario Ltd. submitted the second lowest-priced bid and did not state any exceptions or qualifications. Duron Ontario Ltd. is COR™ certified and their bid is considered commercially acceptable.

EllisDon Civil Ltd. submitted the third lowest-priced bid and did not state any exceptions or qualifications. EllisDon Civil Ltd. is COR™ certified and their bid is considered commercially acceptable.

The Agreement to Bond submitted by Bronte Construction covers a Performance Bond, along with the Labour and Material Payment Bond, and was submitted by Aviva Insurance Company of Canada, which has been verified as a Surety Company licensed to transact business under the Insurance Act of Ontario. As such, Bronte Construction is considered financially capable of performing the work.

The successful Bidder will be required to execute a Performance Bond as well as a Labour and Material Payment Bond, each in the amount of 50% of the contract value.

Contact

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Signature

Gary Downie
Chief Capital Officer

Attachments

Appendix A – Summary of Bids

03075-1789707767-34

APPENDIX A

Procurement Authorization – Sheppard-Yonge Station Bus Loop – On-Grade Pavement Rehabilitation

Summary of Bids:

| Bid No. | Bidder | Total Bid price |
|----------|-----------------------------|---------------------|
| 1 | Bronte Construction* | \$12,168,782 |
| 2 | Duron Ontario Ltd. | \$13,709,160 |
| 3 | EllisDon Civil Ltd. | \$14,383,544 |

* Recommended company