



Chester Station Second Exit and Easier Access

Date: April 11, 2018
To: TTC Board
From: Chief Executive Officer

Summary

The purpose of this report is to obtain authorization for the award of Contract D5-16, Chester Station Second Exit and Easier Access to Buttcon Limited in the amount of \$19,569,792, inclusive of all taxes, on the basis of lowest priced acceptable bid.

The work for Contract D5-16 Chester Station Second Exit and Easier Access includes construction of stairs from each of the eastbound and westbound platforms and an underground corridor leading to a second exit and entrance building, construction and installation of elevators, and all other associated works.

Recommendations

It is recommended that the Board authorize:

1. Award of Contract D5-16, Chester Station Second Exit and Easier Access to Buttcon Limited in the amount of \$19,569,792, inclusive of all taxes, on the basis of lowest priced acceptable bid.

Financial Summary

Sufficient funds for this expenditure are included in the TTC's 2018-2027 Capital Budget under 3.9 Building and Structures Program, Fire Ventilation Upgrades project, State of Good Repair/Safety category and Easier Access III project, Legislative category which was approved by City Council on February 12, 2018.

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

Equity/Accessibility Matters

The work of this contract will provide accessibility to Chester Station. An accessible path will be provided from street level to both subway platforms, including two new elevators along with associated equipment and finishes.

The TTC has set the goal of making all subway stations accessible to people with disabilities. The EA III Program is an important part of the 2014-2018 TTC Accessibility Plan in its objective to fulfil the provincially-legislated requirements in the Accessibility for Ontarians with Disabilities Act, 2005 (AODA).

Decision History

Easier Access:

In order to meet the 2025 required completion date, the EA III Program schedule has been accelerated to complete an average of 3 stations per year:

For further project background and history refer to:

http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2016/October_27/Reports/7_Feasibility_of_Acceleration_Easier_Access_%20III.pdf

Second Exit:

A fire life safety assessment study completed in 2002 identified fourteen high priority stations requiring an alternate means of egress from station platforms. The scope of the Fire Ventilation Upgrade project was expanded in 2003 to include construction of second exits, including Chester Station.

In May 2009, the Commission approved a report recommendation to convert three second exits to automatic entrances, where feasible.

At its meeting of September 28, 2015, the TTC Board approved the location of the Second Exit at 29 Chester Avenue (northwest side of the Toronto Parking Authority (TPA) parking lot) as recommended by the Local Working Group which was convened for Chester Station in accordance with the planning and consultation process for second exits. The location was also supported by the community in a meeting held June 1, 2016 and by the local Councillor.

At the December 4, 2017 TPA Board meeting, the Board of Directors authorized staff to enter a memorandum of understanding or such other form of agreement as may be acceptable to the City Solicitor with the TTC to accommodate TTC's construction and ongoing operation and maintenance of the second exit structure on the northwest portion of the parking lot.

Issue Background

Easier Access:

TTC started work to make subway stations accessible in 1990 and has a target to complete all subway stations by 2025. To date, 44 stations are accessible.

The current program schedule is meeting this commitment with five stations currently in construction: St. Patrick, Royal York, Dupont, Wellesley and Yorkdale stations.

Including Chester, an additional five stations are expected to commence construction in 2018.

Second Exit:

The Second Exit program, part of the Fire Ventilation Upgrade program, is designed to enhance safety for customers and staff by providing an additional way out of subway stations in the case of emergency. In 2002, 14 priority stations were identified requiring a second exit. To date five of these second exits have been constructed at Broadview, Castle Frank, Pape, Dufferin and Woodbine Stations. A sixth second exit at Wellesley Station has been constructed pending opening to the public through a neighbouring development connection. Chester station will be the next station to have a second exit incorporated. All new second exit projects include entrances as well.

Contract D5-16, Chester Station Second Exit and Easier Access, provides for the work related to the new second exit construction and the supply and installation of two elevators for a barrier-free path from street level to both subway platforms.

A meeting with the local Councillor took place on January 23, 2018 to present the Second Exit and Easier Access project staging of work and a pre-construction meeting will be convened with the community upon award of the contract to present the same.

The project construction is scheduled to commence in summer 2018 and be completed in summer 2021. Milestones are set to carry out the work in stages to minimize disruption to pedestrian and vehicular traffic in the area. Arundel Avenue will be converted to two-way traffic from Danforth Avenue to the north entrance of the TPA parking lot to allow vehicles to access the lot from Danforth Avenue and reduce traffic around the block.

The pedestrian walkway from Arundel Avenue to Chester Avenue will remain open at all times, although it will be sometimes diverted within the TPA lot to allow for construction. Measures will be implemented to reduce impact of noise and dust during construction also.

The station layout drawings describing this work are included in Appendix A.

Comments

The Request for Bids (RFB) was posted on the TTC's Website and MERX as of December 15, 2017. Fifteen companies downloaded copies of the bid documents out of which seven submitted a bid by the closing date of February 21, 2018, as summarized in Appendix B.

The RFB specified that the bidder must be Certificate of Recognition (COR) registered, with Infrastructure Health and Safety Association (IHSA), at the time of the closing and for the term of contract.

Buttcon Limited submitted the lowest priced acceptable bid, is COR registered with IHSA, and did not state any exceptions or qualifications. Buttcon has satisfactorily completed work of a similar size and nature for TTC in the past and reference checks were completed, which further support that they have satisfactorily performed work of a similar size and nature. Buttcon's bid is considered acceptable and is less than the TTC Engineer's Estimate for the work.

Varcon Construction Corporation submitted the lowest priced bid, is COR registered with IHSA, and also did not state any exceptions or qualifications. Upon review of Varcon's project references, staff determined that one reference listed had a completion date beyond the five year period. Legal opinion was sought and it was confirmed that in accordance with the RFB, bidders were required to submit a minimum of five references for contracts completed within the last five years. Consequently, as this mandatory requirement was not met, Varcon's submission is considered unacceptable.

Bondfield Construction Company Limited submitted the second lowest priced bid, is COR registered with IHSA, and also did not state any exceptions or qualifications. Upon review of Bondfield's project references, staff determined that one reference listed had a completion date beyond the five year period. Legal opinion was sought and it was confirmed that in accordance with the RFB, bidders were required to submit a minimum of five references for contracts completed within the last five years. As this mandatory requirement was not met, Bondfield's submission is considered unacceptable.

J. J. McGuire General Contractors Inc. submitted the third lowest priced bid, is COR registered with IHSA, and also did not state any exceptions or qualifications. Upon review of J. J. McGuire's project references, staff determined that two references listed had completion dates beyond the five year period. Legal opinion was sought and it was confirmed that in accordance with the RFB, bidders were required to submit a minimum of five references for contracts completed within the last five years. Consequently, as this mandatory requirement was not met, J. J. McGuire's submission is considered unacceptable.

The agreement to bond submitted by Buttcon covers both a labour and material payment bond and a performance bond and was submitted by Aviva 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.

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

Contact

Jane Murray, Chief Project Manager and Head - Construction Department
416-590-6811
Jane.Murray@ttc.ca

Signature

Susan Reed Tanaka
Chief Capital Officer

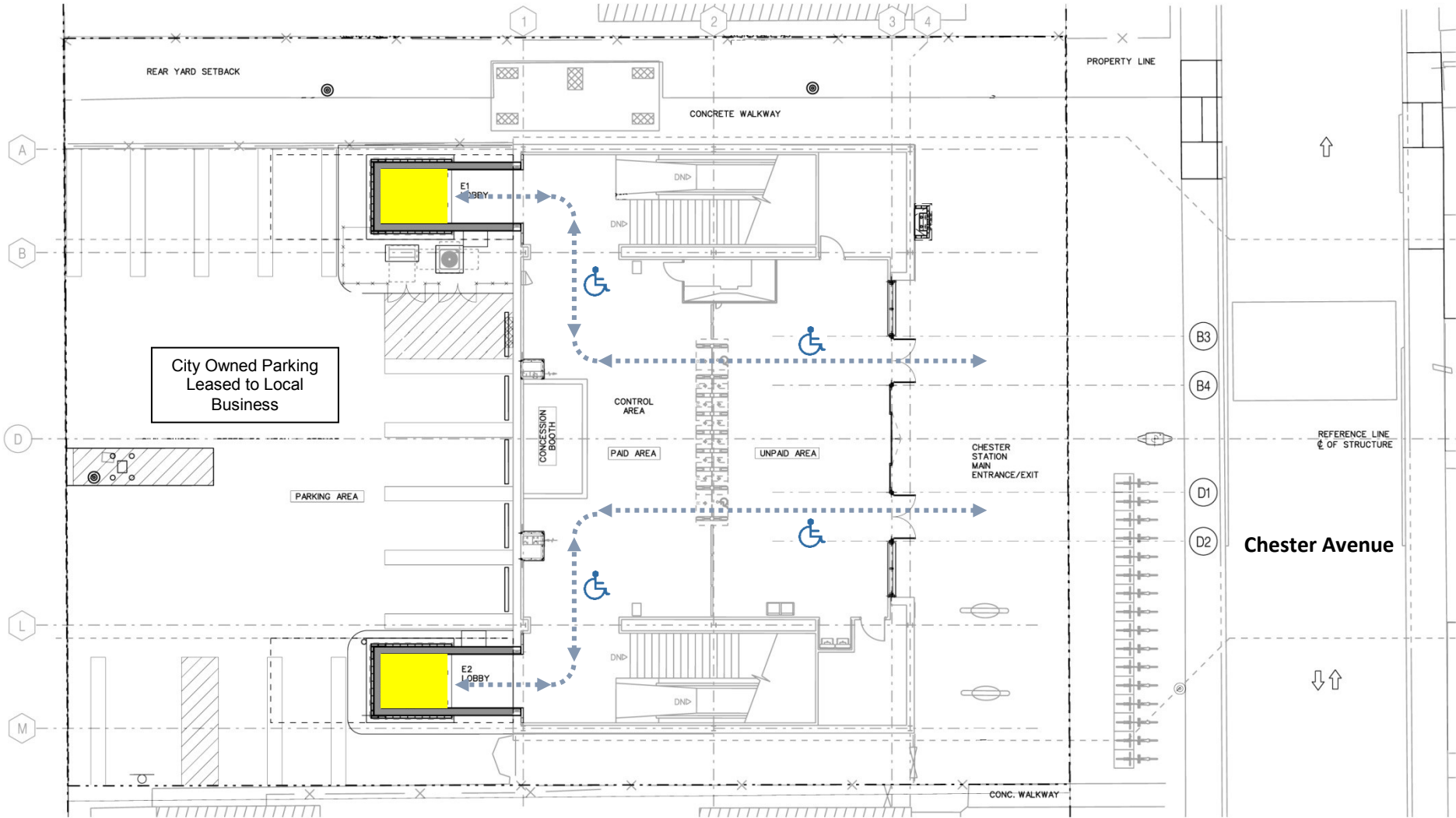
Attachments

- Appendix A – Station Layout Drawings
- Appendix B – Summary of Bids

03075-2568-10

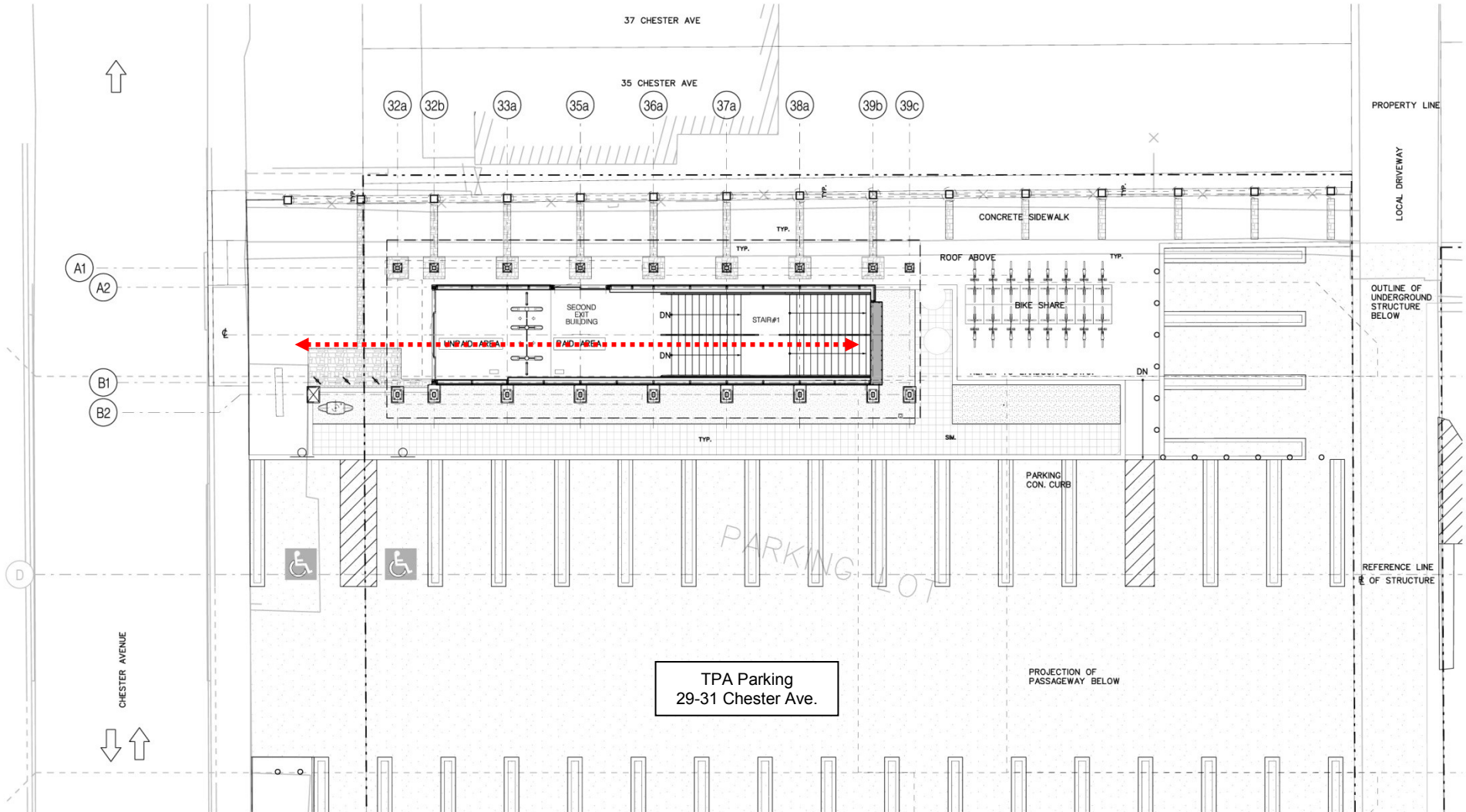
APPENDIX A

A-1 Easier Access – Street Level



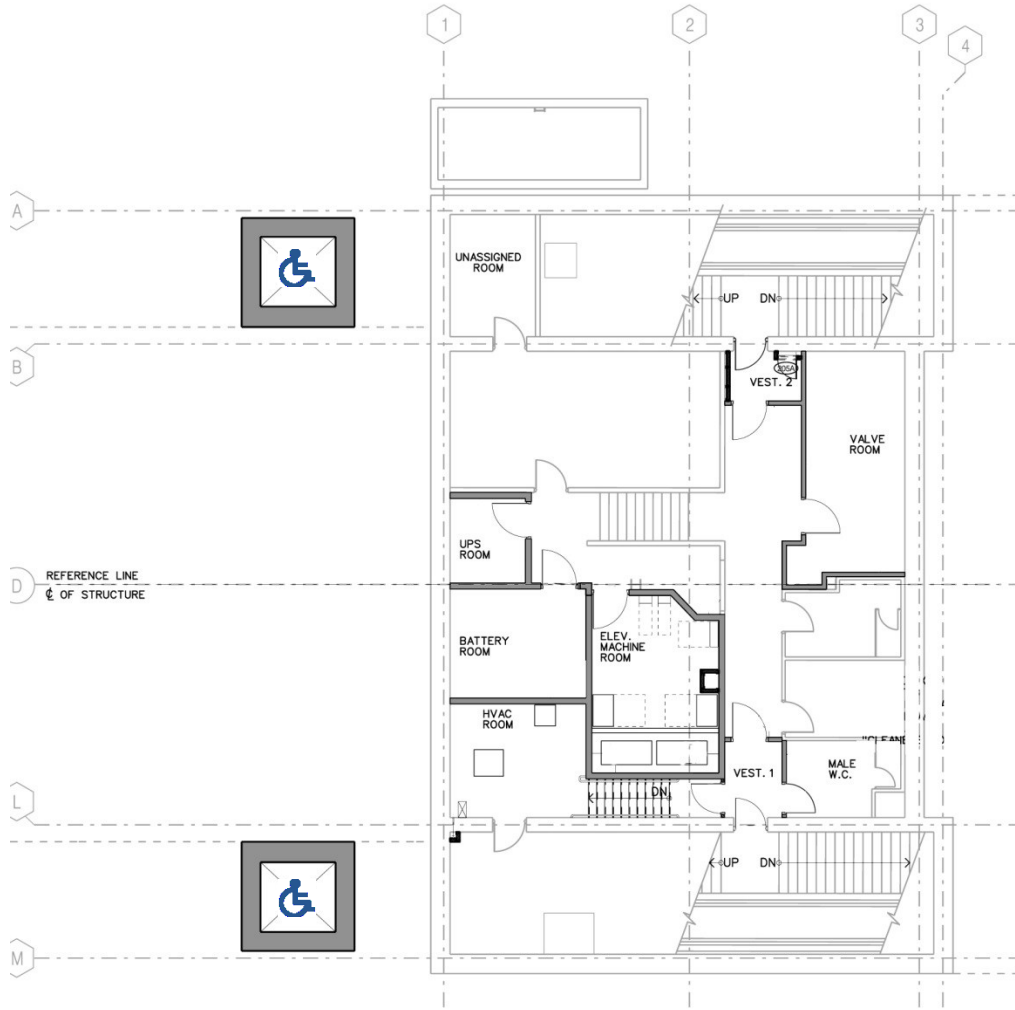
APPENDIX A

A-2 Second Exit – Street Level



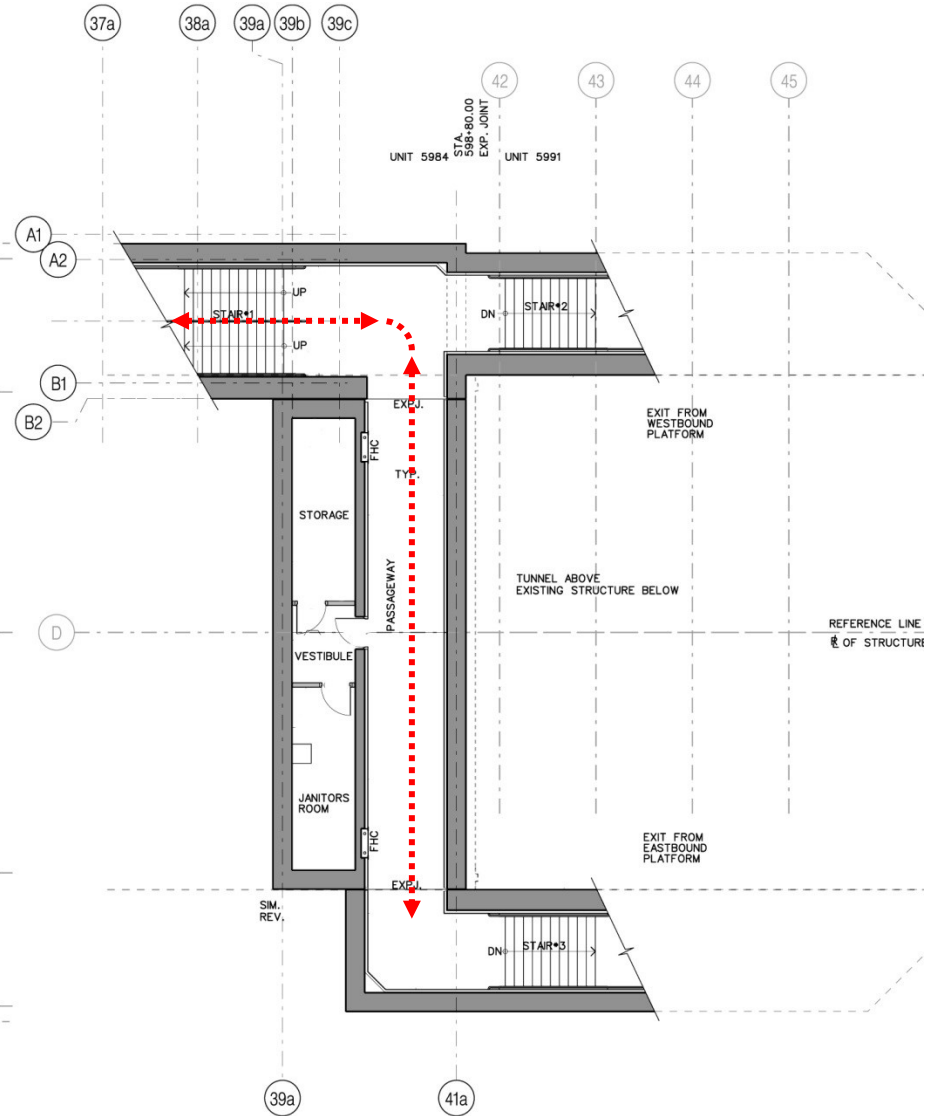
APPENDIX A

A-3 Easier Access – Concourse



Chester Station Second Exit and Easier Access III

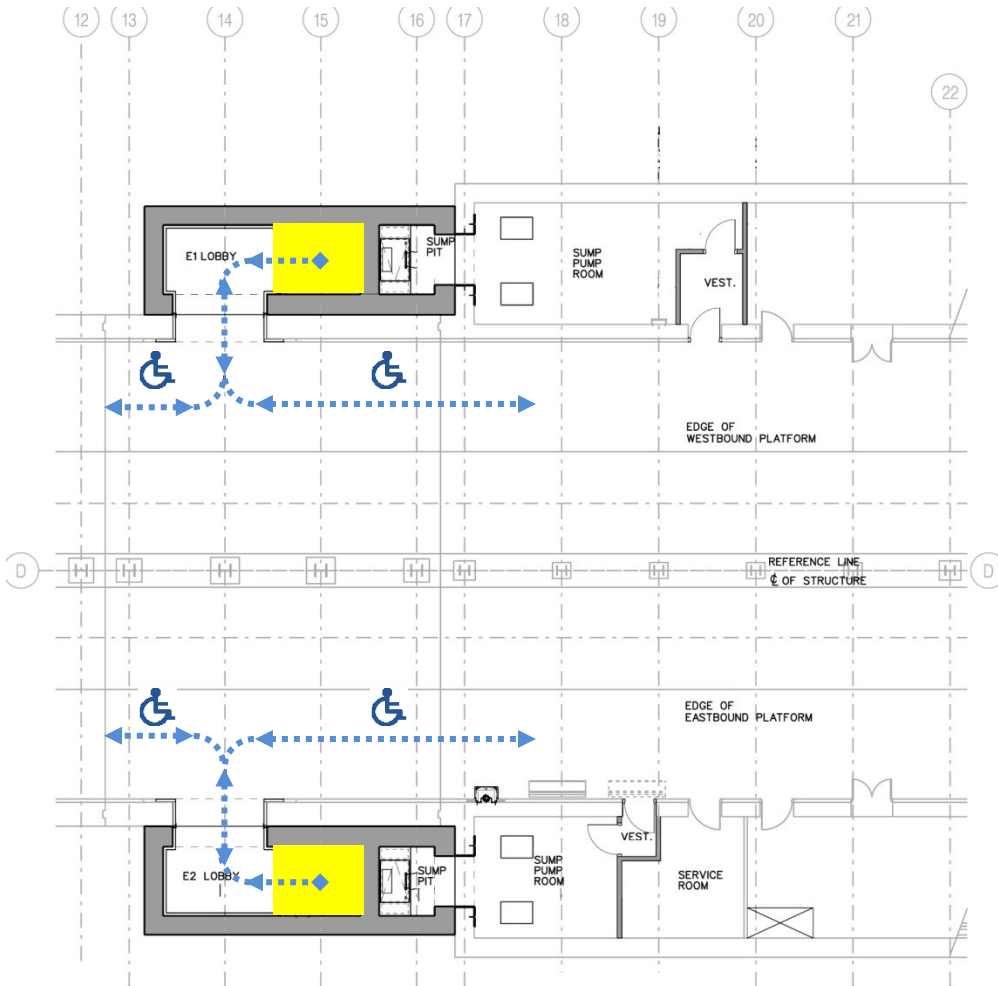
Second Exit – Concourse



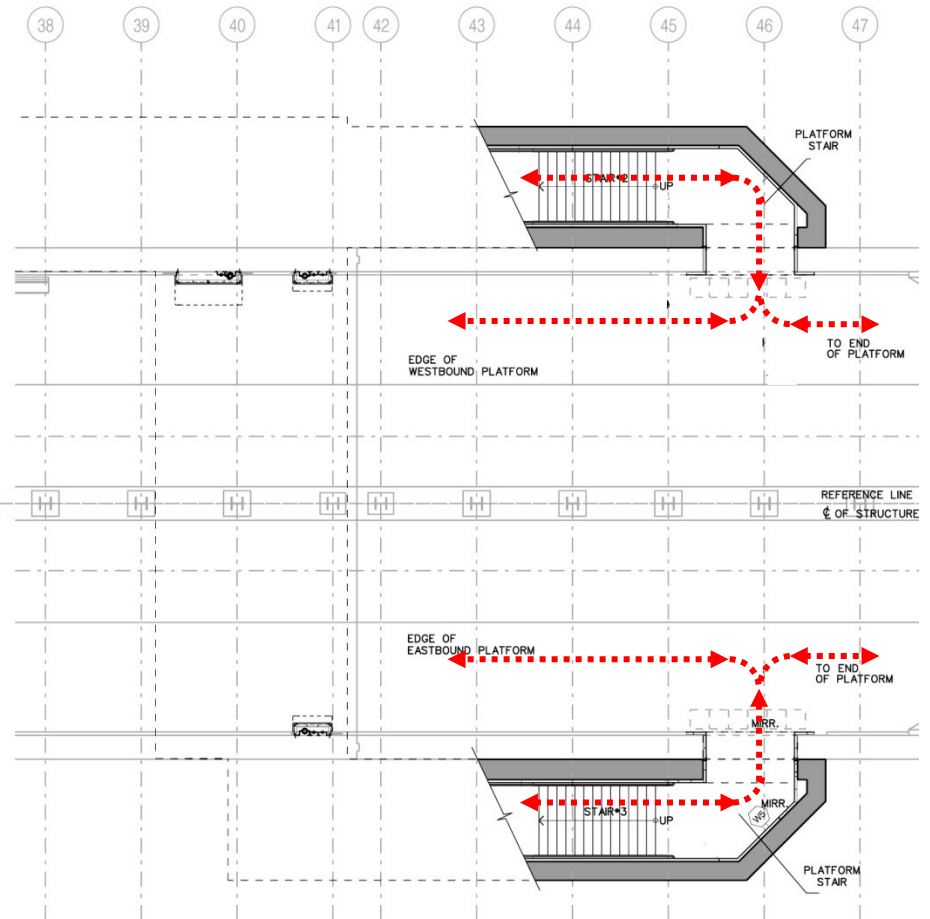
Page 8 of 10

APPENDIX A

A-4 Easier Access – Platform Level



Second Exit – Platform Level



APPENDIX B

Second Exit and Easier Access Chester Station

Summary of Bids:

Bid No.	Bidder	Total Bid price
1	Buttcon Limited*	\$19,569,792.00
2	Traugott Building Contractors Inc.	\$20,934,320.11
3	Maystar General Contractors Inc.	\$21,549,100.00
4	Ellis Don Civil Ltd.	\$31,755,306.33
	Varcon Construction Corporation**	\$18,580,590.00
	Bondfield Construction Company Limited**	\$18,605,450.00
	J. J. McGuire General Contractors Inc.**	\$18,608,040.41

* Recommended

** Mandatory submission requirement not met