



## **Procurement Authorization - St Clair Station – Streetcar Off-Loading Platform Utility Relocation**

Date: July 12, 2023  
To: TTC Board  
From: Chief Capital Officer

### **Summary**

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The purpose of this report is to obtain authorization to award Contract S40-15 St Clair Station – Utility Relocation to Duron Ontario Ltd. in the amount of \$6,084,236.40, inclusive of all taxes on the basis of the lowest total compliant bid price.

The work of this contract consists of the supply of all labour, equipment and material to relocate the utilities within the station underneath the streetcar off-loading platform slab, prior to the replacement of the streetcar off-loading platform slab.

### **Recommendations**

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It is recommended that the TTC Board:

1. Authorize the award of Contract S40-15 St Clair Station – Utility Relocation to Duron Ontario Ltd. in the amount of \$6,084,236.40, inclusive of all taxes on the basis of the lowest total compliant bid price.

### **Financial Summary**

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Funds for this expenditure are included in the TTC's 2023-2032 Capital Budget and Plan under Program 3.4 Structural Paving Rehabilitation Program, which was approved by the TTC Board at its meeting on January 9, 2023 and City Council on February 15, 2023.

The 10-Year Capital Plan includes a total of \$79.4 million for the Structural Paving Rehabilitation Program comprising annual cash flow funding, as outlined in Table 1 below.

**Table 1 – 2023-2032 Capital Budget and Plan – Structural Paving Rehabilitation**

Project Name	2023 Budget	2024	2025	2026	2027	2028-2032	10-Year Total
Structural Paving Rehabilitation	5,325.2	9,981.8	8,847.1	8,591.0	7,500.0	39,200.4	79,445.5

(in thousands)

Based on the expected progress of work, the contract expenditures will be incurred between 2023 and 2024, and will require the following estimated cash flow funding as presented in Table 2:

**Table 2 – S40-15 St. Clair Station – Utility Relocation Expenditure Forecast**

	2023 Forecast	2024 Forecast	Total Contract Amount
Construction Expenditure (without HST)	2,103,986.8	3,280,293.2	<b>5,384,280.0</b>
Non-Rebatable HST 1.76%	37,030.0	57,733.2	<b>94,763.2</b>
<b>Total Construction Expenses</b>	<b>2,141,016.9</b>	<b>3,338,026.4</b>	<b>5,479,043.1</b>
Rebatable HST	236,488.1	368,705.0	<b>605,193.1</b>
<b>Total Authority, including HST</b>	<b>2,377,505.0</b>	<b>3,706,731.4</b>	<b>6,084,236.4</b>

(in thousands)

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

## **Equity/Accessibility Matters**

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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 St Clair Station.

## **Decision History**

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No prior decision history.

## **Issue Background**

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St Clair Station is located on the Yonge-University Subway (Line 1) and first opened in 1954 as part of Canada's First Subway. The station is a three-level structure, consisting of the track and platform level, concourse level, and streetcar platform at street level.

The search of reference drawings available to the TTC concluded that the streetcar platform at the upper level has not undergone any major structure rehabilitation. As a result, a condition survey was conducted of the structure to determine the extent of deterioration and the potential need for repairs.

Based on the evaluation, it was determined that neither repairing the local concrete topping nor replacing the overlay with local concrete repairs to the slab will extend the service of the structure beyond 20 years. As such, it is recommended to replace these slabs at full depth and cover the new slab with a pedestrian traffic waterproofing membrane.

As part of the investigation, it was found that many electrical and mechanical utilities and services at the concourse level are suspended from the units of the slabs that require replacement. Therefore, prior to the demolition of the existing slab, these services must be removed from their current locations.

Contract S40-15 was initiated as a result of the aforementioned need to relocate the utilities within the station underneath the streetcar off-loading platform slab, prior to the replacement of the streetcar off-loading platform slab.

Separating the utility relocation contract from the slab replacement contract will ensure that a contractor specialized in electrical and mechanical systems will successfully carry out the work for the utility relocation.

The streetcar loop and transit service will not be impacted as a result of this contract.

## **Comments**

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The Bid documents were prepared for Contract S40-15 and a Request for Bids (RFB) was posted on the MERX website as of May 4, 2023. A total of seven companies downloaded copies of the Bid documents and five attended the mandatory site tour.

Three of the five companies that attended the mandatory site tour submitted a bid by the closing date of Tuesday, June 6, 2023, and their bids are summarized on the attached Appendix A. The bid validity expires on October 4, 2023.

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.

Duron Ontario Ltd. submitted the lowest-priced bid and did not state any exceptions or qualifications. Duron Ontario Ltd. possess the COR™ as specified in the Bid documents. Though they have previously worked for the TTC, reference checks were completed, which indicated that they have satisfactorily performed work of comparable size, scope and complexity, and technical specialty in the past. Their bid is considered commercially acceptable.

The State Group Inc. submitted the second lowest-priced bid and also did not state any exceptions or qualifications, and their bid is considered commercially acceptable. The State Group Inc. is COR™ registered as indicated on the published list from the IHSA.

E. S. Fox Ltd. submitted the highest-priced bid and also did not state any exceptions or qualifications, and their bid is considered commercially acceptable. E. S. Fox Ltd. is COR™ registered as indicated on the published list from the IHSA.

The Agreement to Bond submitted by Duron Ontario Ltd. covers a Performance Bond, along with the Labour and Material Payment Bond, and was submitted by Travelers Insurance Company of Canada, which have been verified as a Surety Company licensed to transact business under the Insurance Act of Ontario. As such, Duron Ontario Ltd. 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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John Dimovski, Chief Project Manager – Construction  
416-590-6533  
john.dimovski@ttc.ca

## **Signature**

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Gary Downie  
Chief Capital Officer

## **Attachments**

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Appendix A – Summary of Bids

03075-2656-18

## APPENDIX A

### Procurement Authorization - St Clair Station – Streetcar Off-Loading Platform Utility Relocation

#### Summary of Bids:

Bid No.	Bidder	Total Bid price
<b>1</b>	<b>Duron Ontario Ltd. *</b>	<b>\$6,084,236.40</b>
2	The State Group Inc.	\$7,731,777.53
3	E. S. Fox Ltd	\$8,951,022.67

\* Recommended for award