



St Clair West Loop Replacement

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

Summary

The purpose of this report is to obtain authorization for the award of Contract A65-46 – St Clair West Loop Replacement to Duron Ontario Ltd. in the amount of \$7,268,595.05, inclusive of all taxes, based on the lowest compliant bid price.

The work for St Clair West Loop Replacement includes the supply of labour, equipment, and materials to:

- Remove and replace the existing streetcar track within the underground streetcar loop at the station, including accessories and existing pavement;
- Staging of the work, remove and replace drainage catchment components, including new drain pipes, track drains, and leads, switch drain leads and sewer pipes;
- Provisions for all new electrical for the new track lubricators and new 500 MCM overhead cabling installation;
- Modifications and extension to the station-reinforced platforms;
- Installation of new lubricators;
- Removal and replacement of existing transit priority signals and related hardware;
- Pavement markings, and to provide traffic and pedestrian management; and
- Remove and dispose of the existing security doors, replace the asphalt, waterproofing system and expansion joints on the streetcar/bus transfer level driveway pavement and platform and bus ramp, including localized concrete repairs on the streetcar/bus transfer level and on the post-tensioned reinforced concrete deck slab soffit.

Considering that St. Clair West Station streetcar rail track was last replaced in 2007 and is at the end of its useful life, replacement of the streetcar rail tracks, the expansion joint system, and associated waterproofing under the track bed are required in order to provide safe and efficient customer service.

Recommendations

It is recommended that the TTC Board:

1. Authorize the award of Contract A65-46 for St. Clair West Loop Replacement to Duron Ontario Ltd. (Duron) in the amount of \$7,268,595.05, inclusive of all taxes based on the lowest compliant total bid price.

Financial Summary

Funds for this expenditure are included in the TTC's 2023-2032 approved Capital Budget and Plan under Program 1.2 Surface Trackwork – Civil Work Project and 3.4 Bridges and Tunnels – Structural Paving Rehabilitation Program, which was approved by the TTC Board on January 9, 2023, and City Council on February 15, 2023.

Costs for this expenditure will be split between the following two Capital projects:

- 65% or \$4.725 million (inclusive of taxes) under 1.2 Surface Trackwork – Civil Works Program; and
- 35% or \$2.544 million (inclusive of taxes) under 3.4 Bridges and Tunnels – Structural Paving Rehabilitation Program.

The 10-Year Capital Plan includes a total of \$13.9 million for the Surface Trackwork – Civil Works Project and \$79.4 million for the Structural Paving Rehabilitation Program, comprising of annual cash flow funding, as outlined in Table 1 below:

Table 1 – 2023-2032 Capital Budget and Plan – 1.2 Surface Trackwork – Civil Works and 3.4 Structural Paving Rehabilitation Program

Project Name	2023 Budget	2024	2025	2026	2027	2028-2032	10-Year Total
Surface Trackwork - Civil Works	913.0	7,459.2	3,988.0	1,500.4			13,860.6
Structural Paving Rehabilitation	5,325.2	9,981.8	8,847.2	8,591.0	7,500.0	39,200.4	79,445.6

(in thousands)

Based on the expected progress of work, the contract expenditures will be incurred between 2023 and 2026 and will require the following estimated cash flow funding as presented in Table 2 below:

Table 2 – A65-46 St Clair West Loop Replacement Expenditure Forecast

A65-46 St Clair West Loop Replacement	2023 Forecast	2024 Forecast	2025 Forecast	2026 Forecast	Total Contract Amount
Construction Expenditure (with HST)	50.0	2,513.9	3,094.8	1,609.9	7,268.6
Construction Expenditure (without HST)	44.2	2,224.7	2,738.7	1,424.7	6,432.3
Non Rebatale HST 1.76%	0.8	39.2	48.2	25.1	113.3
Total Construction Expense	45.0	2,263.9	2,786.9	1,449.8	6,545.6
Rebatale HST	5.0	250.1	307.8	160.1	723.0
Total Authority, including HST	50.0	2,514.0	3,094.7	1,609.9	7,268.6

(in thousands)

Table 3 below summarizes the allocation of funding between the two capital projects and the associated forecasted construction expenses attributable to surface track work and structural paving.

Table 3 - Allocation of Project Funding for Contract Expenses

Funding Allocation

1.2 - Surface Trackwork - Civil Works

	2023 Forecast	2024 Forecast	2025 Forecast	2026 Forecast	Total Contract Amount
Construction Expenditure (without HST)	28.8	1,446.1	1,780.2	926.0	4,181.1
Non Rebatale HST 1.76%	0.5	25.5	31.3	16.3	73.6
Total Construction Expense	29.3	1,471.6	1,811.5	942.3	4,254.7
Rebatale HST	3.2	162.5	200.1	104.1	470.0
Total Authority, including HST	32.5	1,634.1	2,011.6	1,046.4	4,724.6

3.4 - Structural Paving Rehabilitation

	2023 Forecast	2024 Forecast	2025 Forecast	2026 Forecast	Total Contract Amount
Construction Expenditure (without HST)	15.5	778.6	958.5	498.7	2,251.3
Non Rebatale HST 1.76%	0.3	13.7	16.9	8.8	39.7
Total Construction Expense	15.8	792.3	975.4	507.5	2,291.0
Rebatale HST	1.7	87.5	107.7	56.1	253.0
Total Authority, including HST	17.5	879.8	1,083.1	563.6	2,544.0

(in thousands)

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

Equity/Accessibility Matters

A cornerstone of the TTC’s current Corporate Plan is accessibility and as a proud leader in providing accessible public transit in the city of Toronto, we are committed to ensuring reliable, safe, respectful and inclusive transit services for customers.

This is supported through the work of Contract A65-46 for St. Clair West Loop Replacement, which will be in accordance with the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and the Ontario Building Code.

Streetcar service will be interrupted for two board periods, from October 8, 2023 until December 23, 2023. During this timeframe, alternate bus service will operate instead of streetcars on the 512 St Clair route on St. Clair Avenue West.

Decision History

There is no decision history on this matter.

Issue Background

St. Clair West Station streetcar rail track was last replaced in 2007 and is at the end of its useful life. Therefore, the track needs to be replaced in order to provide safe and efficient customer service. Other streetcar operations-related infrastructure affected by these changes will also be addressed, including the replacement of the expansion joint system and associated waterproofing under the track bed, removal of the security overhead doors as well as localized repairs to the Overhead Catenary System (OCS) and customer platform.

In order to maintain track work in a safe and reliable condition, and to reduce the potential for derailments or other service delays, it is necessary to replace track work as it approaches the end of its useful life. Deferral of this capital work will introduce “slow orders”, requiring Streetcar vehicles to reduce speed due to poor track conditions, a higher risk of vehicle derailments and an increase in operating maintenance costs, and if allowed to continue, potential track closures. Deferral will also adversely affect the service provided to our customers.

Comments

Contract A65-46 – St Clair West Loop Replacement includes the supply of all labour, equipment and materials necessary to remove and replace the existing streetcar track, accessories and existing pavement within the track right-of-way at St Clair West Station. In addition, it includes the removal and replacement of drainage catchment component, removal of the overhead security doors, and replacement of the expansion joint system under the rail bed and associated waterproofing as well as localized repairs to the OCS and customer platform.

The Request for Bids (RFB) specified that the Bidder must be Certificate of Recognition (COR™) registered with the Infrastructure Health and Safety Association (IHSA), at the time of the bid closing and for the duration of the term of the Contract.

Specifications and drawings were prepared for Contract A65-46 and a Request for Bids was posted on the TTC's website and the MERX website as of May 10, 2023. Seven companies downloaded copies of the bid documents, out of which two attended the site tour. Two companies submitted a bid by the closing date of June 13, 2023 as

summarized in Appendix A. There were two addenda issued during the bidding period. The bid validity expires on September 11, 2023.

Prior to the closing date, staff contacted the companies that had downloaded copies of the bid documents and attended the site tour to inquire if they would be submitting a bid.

Duron Ontario Ltd. (Duron) submitted the lowest-priced bid and did not state any exceptions or qualifications. Duron is COR™ certified as indicated on the published list from the IHSA. Reference checks were completed, which indicate that they have satisfactorily performed work of a similar size and nature in the past. Their bid is considered commercially acceptable.

Sanscon Construction Ltd. (Sanscon) submitted the second lowest-priced bid and also did not state any exceptions or qualifications and their bid is considered commercially acceptable. Sanscon is COR™ certified as indicated on the published list from the IHSA.

The Agreement to Bond submitted by Duron covers both a Labour and Material Payment Bond and a Performance Bond and was submitted by Travelers Insurance Company of Canada, who has 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 (Duron) will be required to execute a Performance Bond and 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, Contract A65-46 St.Clair West Station – Loop Replacement

03075-1574963716-14

APPENDIX A

Contract A65-46 St.Clair West Station – Loop Replacement

Summary of Bids:

Bid No.	Bidder	Total Bid price
1	Duron Ontario Ltd. *	\$7,268,595.05
2	Sanscon Construction Ltd.	\$8,851,290.00

*Recommended Company