



## **STAFF REPORT ACTION REQUIRED**

### **Procurement Authorization Davisville Carhouse – Carhouse Expansion Contract S5-59**

<b>Date:</b>	November 30, 2016
<b>To:</b>	TTC Board
<b>From:</b>	Chief Executive Officer

### **Summary**

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The purpose of this report is to obtain authorization for the award of Contract S5-59 Davisville Carhouse – Carhouse Expansion to Bondfield Construction Company Limited in the amount of \$9,360,920.00, inclusive of all taxes on the basis of lowest compliant total bid price.

The work for Davisville Carhouse – Carhouse Expansion includes the supply of all labour, equipment, and materials necessary to expand and renovate Tracks 3 and 4 of Davisville Carhouse in order to accommodate the length of a six car Toronto Rocket (TR) Train including demolition of building facades, excavation and utility re-routing, construction of foundation, structure, roofing and finish building elements for the expansion.

### **Recommendations**

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**It is recommended that the Board authorize:**

1. Award of Contract S5-59, Davisville Carhouse – Carhouse Expansion to Bondfield Construction Company Limited in the amount of \$9,360,920.00, inclusive of all taxes on the basis of lowest compliant total bid price.

### **Financial Summary**

Funds for this expenditure are included in the TTC's 2016-2025 Capital Budget and Plan under the Toronto Rocket/T1 Rail Yard Accommodation Project, which was approved by City Council on February 17, 2016.

Contract S5-59 qualifies for the Public Transit Initiative Fund (PTIF) and the funding under this Federal program is being pursued by the TTC.

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

## **Accessibility/Equity Matters**

The servicing and maintaining of accessible TR vehicles at Davisville Carhouse allows improved maintenance operations.

## **Issue Background**

Davisville Yard is located adjacent to Davisville Station off of Yonge Street on the Yonge-University-Spadina line (Line 1) and serves as an overnight storage location for TR Trains and as a servicing and maintenance depot for subway cars running on the Line 1 and Sheppard Line (Line 4). Due to its central location on Line 1, Davisville is a key strategic asset for TTC's subway operations. The ability to dispatch up to 12 trains onto the Yonge line from Davisville provides operational benefits by minimizing the need to deadhead trains from Wilson yard in order to preload the eastern leg of Line 1. As ridership increases and headways on Line 1 are reduced through the implementation of Automatic Train Control (ATC), the ability to introduce trains from Davisville becomes even more important. Davisville yard also serves as a base of operations for many Subway Infrastructure sections including Track, Structures, and Signals.

Davisville Carhouse is an 8-track vehicle maintenance facility designed to service and maintain TTC's subway fleet. The carhouse performs safety inspections, unscheduled repairs, floor washing and exterior washing. Track 3 is the wash track and track 4 is utilized for interior cleaning and floor washing of the vehicles. Both tracks are currently configured for four-car trains; therefore, when six-car TR trains are serviced on tracks 3 and 4, the overhead doors on the north and south sides of the carhouse need to remain open. Additionally, tracks 3 and 4 will be utilized for overnight storage of TR trains as fleetings from Davisville is increased to the maximum amount of trains.

By expanding this area of the carhouse, TR Trains will be able to be stored and maintained (i.e. fleet serviced) fully within the carhouse and thereby optimize maintenance operations being performed on the trains. Further, other activities may be feasible in this area including winterization and door repairs/maintenance to six-car TR vehicles. Without the expansion and the ability to close the overhead doors, there is a risk of freezing and or damage to interior services, which would prevent complete fleet servicing, and ultimately reducing the number of trains ready for service.

## **Comments**

The work for Davisville Carhouse – Carhouse Expansion includes the supply of all labour, equipment, and materials necessary to expand and renovate Tracks 3 and 4 of Davisville Carhouse in order to accommodate the length of a six car TR Train including demolition of building facades, excavation and utility re-routing, construction of foundation, structure, roofing and finish building elements for the expansion.

Specifications and drawings were prepared for Contract S5-59 and a Request for Bids (RFB) was posted on the TTC's Web site and MERX as of September 2, 2016. Twenty (20) companies downloaded copies of the bid documents out of which five (5) submitted a bid by the closing date of October 19, 2016 as summarized in Appendix B. The bid validity expires on February 16, 2017.

Buttcon Limited submitted the lowest priced bid; however, upon review of the bids received, it was noted that the submission received from Buttcon Limited did not include the Agreement to Bond, Section 00 43 14, which is a mandatory submission requirement. Commission Services Department staff was contacted and it was determined that there is no record of the missing form. In accordance with TTC's Bid Irregularities, Item 13 'Requested submission requirements not included in the Bid, in whole or in part' is considered 'Automatic rejection if information was a mandatory requirement in the Request'. Section 00 43 14 – Agreement to Bond is a mandatory submission requirement; therefore, the submission received from Buttcon Limited is considered non-compliant.

Bondfield Construction Company Limited (Bondfield) submitted the lowest compliant priced bid and did not state any exceptions or qualifications. Bondfield has satisfactorily completed work of a similar size and nature for the TTC in the past and their bid is considered commercially acceptable and they are recommended for award of the contract.

Matheson Constructors Limited submitted the second lowest compliant priced bid and also did not state any exceptions or qualifications and their bid is considered commercially acceptable.

J.J. McGuire General Contractors Inc. submitted the third lowest compliant priced bid and also did not state any exceptions or qualifications and their bid is considered commercially acceptable.

Century Group Inc. submitted a bid and also did not state any exceptions or qualifications; however, in accordance with TTC's letter dated October 12, 2016, Century Group Inc. is restricted from being awarded any further contracts until five (5) current contracts with the TTC have been completed and a satisfactory performance review has been issued for each of the specified contracts. Therefore, the submission received from Century Group Inc. is considered unacceptable.

The Agreement to Bond submitted by Bondfield covers both a Labour and Materials Payment Bond and a Performance Bond and was submitted by Zurich Insurance Company Ltd., 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 will be required to execute a Performance Bond and Labour and Material Payment Bond each in the amount of 50% of the contract value.

## **Contacts**

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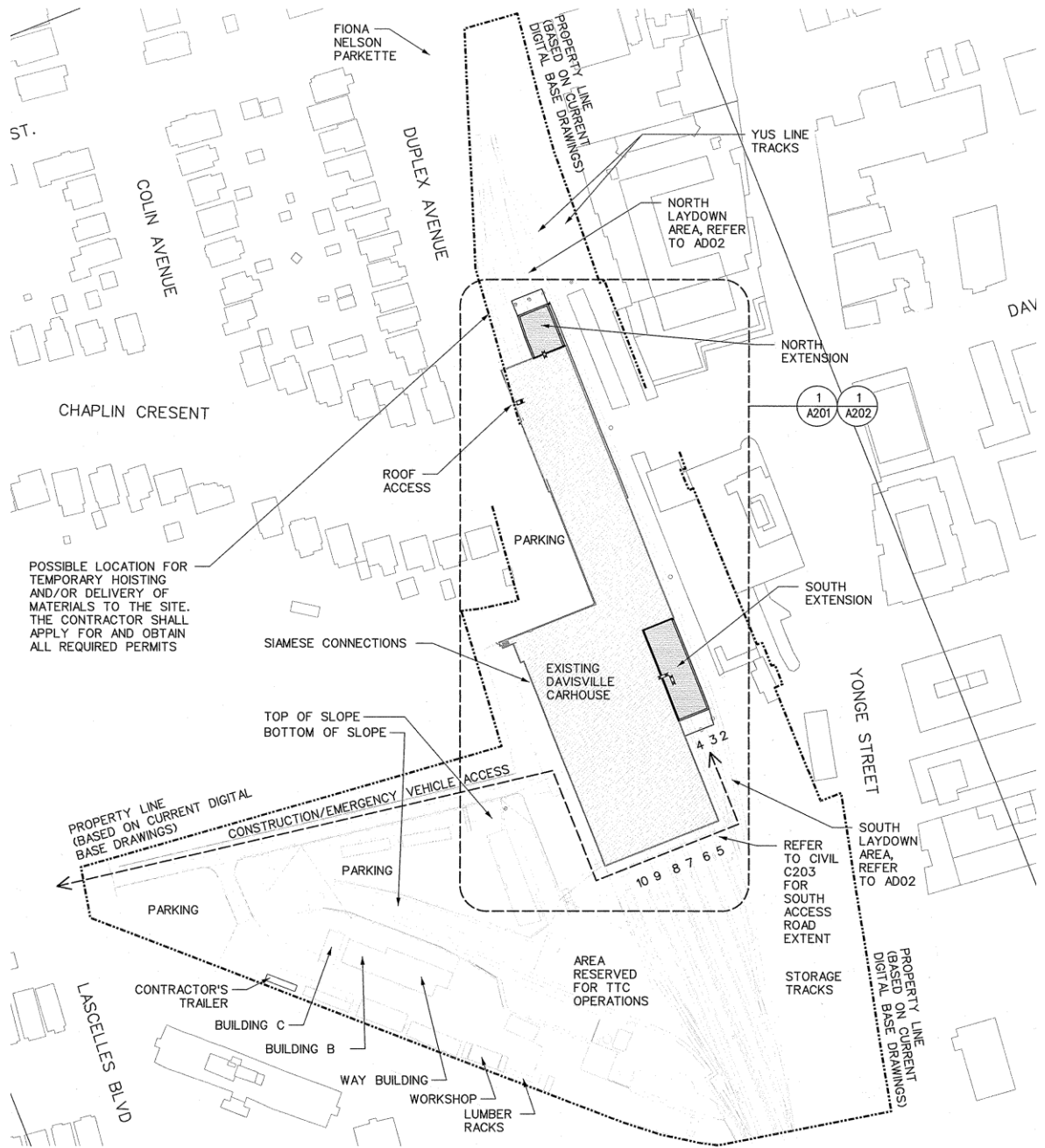
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## **Attachments**

- Appendix A – Davisville Construction Site Plan
- Appendix B – Summary of Bids

# APPENDIX A



## APPENDIX B

PROCUREMENT AUTHORIZATION  
DAVISVILLE CARHOUSE – CARHOUSE EXPANSION – CONTRACT S5-59

### SUMMARY OF BIDS

COMPANY	TOTAL BID PRICE
Bondfield Construction Company Limited*	\$9,360,920.00
Matheson Constructors	\$10,153,050.00
J.J. McGuire General Contractors Inc .	\$10,554,200.00
Buttcon Limited**	\$8,690,830.00
Century Group Inc.***	\$9,489,740.00

\* **Recommended company**

\*\* **Non-compliant Bid**

\*\*\* **Restriction in place until completion of on-going contracts**