



Making Museum Station Accessible, Second Exit/Entrance and Structural Rehabilitation

Date: April 14, 2022
To: TTC Board
From: Chief Capital Officer

Summary

The purpose of this report is to obtain authorization for the award of Contract U3-16, Museum Station Second Exit/Entrance, Easier Access III and Structural Paving Rehabilitation to Duron Ontario Ltd. in the amount of \$25,925,138.14, inclusive of all taxes, on the basis of lowest-priced acceptable bid.

The work for the contract includes construction of a new stairwell from the south end of the station platform to the street level, installation of elevators, structural rehabilitation work, waterproofing of the existing roof slab, and all associated works. The construction phase of the contract is scheduled to commence in Q2 2022.

Recommendations

It is recommended that the TTC Board:

1. Authorize the award of Contract U3-16, Museum Station – Second Exit/Entrance, Structural Paving Rehabilitation and Easier Access III to Duron Ontario Ltd. in the amount of \$25,925,138.14, inclusive of all taxes, on the basis of lowest-priced acceptable bid.

Financial Summary

Funds for this expenditure are included in the TTC's 2022-2031 Capital Budget and Plan under Program 3.9 Building and Structures – Fire Ventilation and Subway Station Second Exit programs, Easier Access III and under the 3.4 Bridges and Tunnels Structural Paving Rehabilitation Program, as approved by the TTC Board on December 21, 2021 and City Council on February 17, 2022.

The total project cost for the Fire Ventilation Upgrade and Subway Station Second Exit is \$756.1 million, comprising costs to the end of 2021 of \$338.5 million. A budget adjustment to account for the \$2.8 million overspending will be included in the Year-End Capital Variance Report that will be submitted to the City for Council's approval.

Contingent on City Council approval, the revised funding for this project in the 2022-2031 Capital Budget and Plan will be \$417.6 million. Of the approved funding in the 2022-2031 Capital Budget and Plan, approximately \$87.5 million has been committed to date.

The total project cost for the Easier Access III program is approximately \$1,089.6 million, comprising of costs to the end of 2021 of \$460.3 million. A budget adjustment to account for the \$8.7 million of unspent funds in 2021 will be carried forward and included in the Adjustments to Capital Budget Carryforward Funding and Future Year Commitments report that will be subject to City Council approval, bringing the approved funding in the 2022-2031 Capital Budget and Plan to approximately \$629.3 million. Of the total project cost, approximately \$629 million has been committed to date. Of the approved funding in the 2022-2031 Capital Budget and Plan, approximately \$168.7 million has been committed to date.

The total project cost for the Structural Paving Rehabilitation program is approximately \$148.1 million, comprising of costs to the end of 2021 of \$76.1 million. A budget adjustment to account for the \$0.1 million of unspent funds in 2021 will be carried forward and included in the Adjustments to Capital Budget Carryforward Funding and Future Year Commitments report that will be subject to City Council approval. The revised approved funding in the 2022-2031 Capital Budget and Plan will be \$72.0 million. Of the approved funding in the 2022-2031 Capital Budget and Plan, approximately \$3.9 million has been committed to date.

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

Equity/Accessibility Matters

A cornerstone of the TTC's Corporate Plan 2018-2022 is accessibility, and as a proud leader in providing accessible public transit in the city of Toronto, we are committed to ensuring reliable, safe and inclusive transit services for all our customers.

The TTC started work to make subway stations accessible in 1990 and has a target to complete all subway stations by 2025 in accordance with the TTC's 2019-2023 TTC Multi-Year Accessibility Plan in its objective to fulfill the provincially legislated requirements in the Accessibility for Ontarians with Disabilities Act, 2005 (AODA). To date, 55 stations are accessible and there are 17 remaining stations to be made accessible by 2025.

As part of the contract for Museum Station, an accessible path will be provided from street level to the platform by forward motion elevators, along with the associated equipment and finishes. Consistent with all other EAIII stations, the Easier Access designs for each station were presented for review to the ACAT Design Review Subcommittee and their comments were addressed and incorporated in the final designs where feasible.

Decision History

Easier Access:

In order to meet the 2025 legislated completion date, the EAIII Program schedule has been accelerated where possible. For further project background and history refer to Easier Access III Project Status Reports, which were approved by the Board at its July 14, 2020 and February 10, 2022 meetings:

July 14, 2020 Easier Access III Project Status Report:

https://ttc-cdn.azureedge.net/-/media/Project/TTC/DevProto/Documents/Home/Public-Meetings/Board/2020/July_14/Reports/7_Easier_Access_Phase_III_Project_Status_Report.pdf?rev=a13ddbdc15f247b98e806994a4e16ea2&hash=29B99C6650FC8487DA534727D05758D9

February 10, 2022 Easier Access Phase III – Project Status Update:

https://ttc-cdn.azureedge.net/-/media/Project/TTC/DevProto/Documents/Home/Public-Meetings/Board/2022/February-10/Reports/6_Easier_Access_Phase_III_-_Project_Status_Update_-_February_-_2022.pdf?rev=d57df510f9854172b1af2c3beb15f476&hash=311B7D99F4DEED8DC757B8FCE4B30301

The TTC's accessibility improvement activities originally outlined in the 2019-2023 TTC Multi-Year Accessibility Plan was approved by the Board at its May 8, 2019 meeting. Refer to attached update to the Accessibility Plan, which was approved by the Board at its May 12, 2021 meeting:

https://ttc-cdn.azureedge.net/-/media/Project/TTC/DevProto/Documents/Home/Public-Meetings/Board/2021/May-12/6_2021_Accessibility_Plan_Status_Update.pdf?sc_lang=en&rev=44f126cbbdc14423a2305d725b4a71f7&hash=74D8C7DFA6BCBB19489281E8F416F90F

Second Exit:

On September 28, 2015, the Board approved the Planning and Construction Process for Second Exits – Chester Station Update Report, which included recommendations for “a modified process for the second exits located in more commercial/dense urban environments: College, Dundas, Museum, Summerhill and Dundas West”:

https://ttc-cdn.azureedge.net/-/media/Project/TTC/DevProto/Documents/Home/Public-Meetings/Board/2015/September-28/Reports/Chester_Station_Planning_and_Consultation_Process_for_Second.pdf?rev=756e5a6f38a34ac8936657dee1b91301&hash=AF556763AF7EA61ACA9D24E46BC7A590

Issue Background

Easier Access:

The TTC started work to make subway stations accessible in 1990 and has a target to complete all subway stations by 2025. To date, 55 stations are accessible and there are 17 remaining stations to be made accessible by 2025.

The current program schedule is meeting the commitment to make all subway stations accessible by 2025. There are eight stations currently in construction: Lansdowne, Donlands, College, Summerhill, Rosedale, Castle Frank, Glencairn and Greenwood. Also, Christie, Lawrence, High Park, Spadina, Museum, Warden (EA component), King and Old Mill stations will commence construction later this year. Warden and Islington stations redevelopment contracts are due to commence construction in 2023.

Scarborough Rapid Transit (SRT) – Line 3 station locations are not part of the program as the SRT line will be replaced by the Scarborough Subway Extension.

The Easier Access designs for Museum Station were presented for review to the ACAT Design Review Subcommittee and their comments were addressed and incorporated in the final design.

Second Exit:

The Subway Station Second Exit project is designed to enhance the safety of TTC customers and staff by providing an additional way out of subway stations in the case of an emergency. A fire/life safety assessment study completed in 2002 identified 14 high-priority stations that need to have a second exit. To date, seven of these second exits have been constructed at: Broadview, Castle Frank, Pape, Dufferin, Woodbine, Wellesley and Chester stations. Donlands and College stations are currently under construction. Museum Station will be the next station to have a second exit incorporated. Summerhill and Dundas West stations are in the design stage. Greenwood and Dundas stations are at planning stage. A recommended location for a second exit was identified for Greenwood Station by its Local Working Group that is under review by the City, and the planning and property search for Dundas Station is ongoing. All new second exit projects include entrances as well.

Contract U3-16, Museum Station – Easier Access, Second Exit/Entrance and Structural Rehab, provides for the work related to the supply and installation of two, two-stop, forward motion elevators for a barrier-free path from street level to concourse, and concourse level to the subway platform. It includes construction of new second exit and entrance stairs from the south end of the station platform to/from Queen's Park, demolition of the existing escalator, construction of the new elevator entrance to replace the existing southwest stair entrance at street level, construction of new addition to the concourse level for new stair and escalator, Structural rehabilitation Work; waterproofing and corrosion protection of the roof slab, modifications to the existing spaces to add

new service rooms and lobby for the elevators, new signage, sliding doors, Wheel-Trans curb cut at street level, landscaping work, etc.

In order to facilitate the Museum Station Second Exit and Easier Access Phase III project, various property rights from the University of Toronto are needed to be acquired. Acquisition of easement will be completed prior to the contract award.

The construction phase of this contract is scheduled to commence in Q2 2022. Milestones are set to carry out the work in stages to minimize disruption to the riders, residents, pedestrian and vehicular traffic in the area.

Comments

The recommendation for award is based on the lowest compliant Total Bid Price for both base Scope of Work and specified optional pricing. The Request for Bid (RFB) was posted on MERX as of December 16, 2021.

Three companies submitted a bid by the closing date of February 28, 2022, as summarized in Appendix A.

Duron Ontario Ltd. submitted the lowest-priced acceptable bid, is COR certified with IHSA, and did not state any exceptions or qualifications. Duron Ontario Ltd. has satisfactorily completed work of a similar size and nature for the TTC in the past and reference checks were completed, which further support they have satisfactorily performed work of a similar size and nature. Their bid is considered commercially acceptable.

Maystar General Contractors Inc. submitted the second lowest-priced bid and did not state any exceptions or qualifications.

EllisDon Civil Ltd. submitted the third lowest-priced bid and also did not state any exceptions or qualifications.

The Agreement to Bond submitted by Duron Ontario Ltd. covers both a Labour and Material Payment Bond and a Performance Bond and was submitted by Travellers Insurance Company, 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.

The RFB stated that the Bidders must have Certificate of Recognition (COR™) certified with Infrastructure Health and Safety Association (IHSA), at the time of the bid closing and for the duration of the term of contract as indicated in the bid documents.

The successful Bidders 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

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Signature

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Attachments

Appendix A – Summary of Bids, Contract U3-16 Museum Station – Easier Access,
Second Exit/Entrance and Structural Rehabilitation

APPENDIX A

Contract U3-16 Museum Station – Easier Access III, Second Exit/Entrance, and Structural Paving Rehab

Summary of Bids:

Bid No.	Bidder	Total Bid price
1	Duron Ontario Ltd.*	\$25,925,138.14
2	Maystar General Contractors Inc.	\$28,724,226.00
3	EllisDon Civil Ltd.	\$31,411,665.40

*Recommended Company