

Meeting Date: June 17, 2024
Department: Engineering and Public Works
Report No.: EPW-2024-55
Submitted by: Walter Easter, Manager of Public Works
Approved by: Trisha McKibbin, Chief Administrative Officer

SUBJECT: Replacement of Structure C09 on Glen Oak Road and Repairs to Structure C17 on Christina Road Tender Award

RECOMMENDATION: THAT: Council receive report EPW-2024-55 Replacement of Structure C09 on Glen Oak Road and Repairs to Structure C17 on Christina Road Tender Award for information, and further;
THAT: Council award the Replacement of Structure C09 on Glen Oak Road and Repairs to C17 on Christina Road to Cope Construction & Contracting Inc. for the amount of \$469,389.50 plus HST, and further;
THAT: Council award the Engineering Services for the Replacement of Structure C09 on Glen Oak Road and Repairs to C17 on Christina Road to B.M. Ross and Associates Limited for the amount of \$65,550 plus HST.

BACKGROUND:

Ontario Regulation 104/97, Amended to O. Reg. 160/02 requires that all bridges be inspected under the supervision of a Professional Engineer and that inspections be done every two years. Inspections must be done to the format of the Ontario Structure Inspection Manual (OSIM). In Ontario, the definition of a bridge is any structure with a span of 3.0 m or greater.

When prioritizing the recommended capital improvements for a Bridge Needs Assessment or an Asset Management Plan for other municipal assets, Staff believe there are generally three key factors that should be taken into consideration:

- the probability of failure; and
- the consequence of failure; and
- the performance grade.

While these factors can include many components, the probability of failure factor is generally represented by the condition rating or age of an asset. The consequence of failure is a score based on the number of users affected if the asset cannot be used safely or other social impacts and the cost of the asset. The performance grade should incorporate the relative maintenance requirements of the asset and a comparison of how the asset was built versus the appropriate design standard for that particular asset.

From the 2021 Bridge Condition Index, Culvert C09 was scored a Bridge Condition Index (BCI) rating of 22 and was recommended to replace in 1 to 5 years. Additional road work was added to the Glen Oak culvert replacement. The current sharp bend in the road will be re-constructed to eliminate the dangerous 'S' curve currently in the road.



From the 2021 Bridge Condition Index, Culvert C17 was recommended to complete patch repairs and place rip-rap in eroded areas in 1 to 5 years.



COMMENTS:

The Structure C09 Replacement and C17 Repairs tender was posted publicly on the Bids & Tenders website on May 14, 2024. The tender closed on June 7, 2024 with 7 bids received. The tender results excluding HST are as follows:

1. Cope Construction & Contracting Inc.	\$469,389.50
2. Murray Mills Excavating & Trucking (Sarnia) Ltd.	\$498,925.00
3. Schouten Excavating Inc.	\$517,991.99
4. 2044970 Ontario Inc. o/a All Season Excavating	\$544,185.00
5. VanDriel Excavating Inc.	\$559,172.37
6. Birnam Excavating Ltd.	\$604,610.09
7. Ron Van Manen Trucking Inc.	\$631,668.23

B.M. Ross and Associates Ltd. reviewed the tenders and confirmed that all bids were compliant and correct. The Consultant's recommendation is to award the tender to the lowest bidder, **Cope Construction & Contracting Inc.**

Engineering Services

BM Ross has extensive experience with these types of projects. They have successfully completed the design and tendering phases. Therefore, staff recommend that BM Ross also handle the Construction Administration for this project. Assigning these responsibilities to BM Ross would be a sole sourced award, continuing the work they have previously completed.

CONSULTATION:

This report was reviewed in consultation with:

- B.M. Ross and Associates Ltd.

- Director of Finance/Treasurer

FINANCIAL IMPLICATIONS:

The 2024 approved capital budget allocated \$450,000 for the C09 and C17 Culvert Project. The approved budget was determined before deciding to improve the road alignment at structure C09 on Glen Oak Road.

Construction Cost	\$469,389.50
Contract Administration	\$65,550.00
HST	<u>\$9,414.94</u>
Total	\$544,354.44

Staff recommend funding the \$94,354.44 overage from the 2024 OCIF Program funding as we are predicting a \$450K carryforward for 2025.

ALTERNATIVE(S) TO THE RECOMMENDATION:

1. Council to provide alternate direction.

STRATEGIC PLAN ALIGNMENT:

This matter is in accord with the following strategic priorities:

Local Infrastructure: The continued focus on timely infrastructure upgrades supports the Corporate Mission for local infrastructure by effective, financially responsible and well-maintained infrastructure networks.

ATTACHMENTS:

None.