



2021 Division Road North
Kingsville, Ontario N9Y 2Y9
(519) 733-2305
www.kingsville.ca
kingsvilleworks@kingsville.ca

Date: June 10, 2019
To: Mayor and Council
Author: Tim Del Greco, Manager of Municipal Services
RE: 2019 Bridge Program Tender Results
Report No.: MS 2019 – 28

AIM

To seek approval from Council on various bridge rehabilitation and reconstruction projects.

BACKGROUND

Biennial inspection of bridges and culverts with a span equal to or exceeding 3.0 meters in length is mandated by the Public Transportation and Highway Improvement Act. In 2017, Keystone Bridge Management Corporation was procured to facilitate such inspection within the Town of Kingsville. Following inspection, a report was generated for each bridge and culvert indicating current condition ratings, recommendations for rehabilitation or replacement if required, and an estimation of costs for any recommended works.

DISCUSSION

The 2019 Kingsville Capital Budget includes three bridge rehabilitation and reconstruction projects.

North Talbot Road – Maddox Drain Culvert Rehabilitation

\$30,000 is allocated in the capital budget for engineering and minor rehab of this structure. The intent was to address the deficiencies identified during the 2017 bridge inspection program. However, during further site review in 2019, it was determined that the recommended rehab is mainly cosmetic in nature (not structural). Therefore, the recommendation is to not proceed with any repairs in 2019.

South Talbot Road – Boose Drain Culvert Reconstruction

South Talbot Road Culvert over Boose Drain is a concrete culvert built in 1930 and measures 6.6 meters in length and 3.85 meters in width. The 2017 bridge inspection report indicates the following deficiencies:

- Cracking throughout walls and soffit

- Scaling of concrete walls
- Disintegration of wingwalls and footings
- Poor material condition

Based on the above conditions, the engineer's recommendation is to remove and replace the culvert.

Dillon Consulting was retained in 2018 to begin preparation of the necessary drawings, specifications, and tender documents. The final tender package seeking culvert replacement was advertised to the public on May 24th, 2019 with a closing date of June 7th, 2019. The results (excluding HST) are as follows:

Contractor/Vendor Name	Bid
Sterling Ridge Infrastructure	\$ 296,800
Southshore Contracting	\$ 333,323
Nevan Construction	\$ 333,870

Sterling Ridge is able to satisfy requirements relating to experience with similar projects, bonding, and insurance while providing the lowest cost proposal. Therefore, the recommendation is to proceed with this vendor. Dillon Consulting also conducted a review of the tender results (see Appendix A) and have provided the same endorsement of Sterling Ridge.

Cedar Island Road – Wigle Creek Bridge Rehabilitation

Cedar Island Bridge is a steel girder bridge built in 1957 and measures 32 meters in length and 7.8 meters in width. The 2017 bridge inspection report indicates the following deficiencies:

- Spalling and disintegration of sidewalk
- Disintegration of retaining walls
- Steel railings splitting and unstable

Based on the above conditions, the engineer's recommendation is to proceed with rehabilitation.

Art Engineering was retained in 2019 to begin preparation of the necessary drawings, specifications, and tender documents. The final tender package seeking rehabilitation was advertised to the public on May 7th, 2019 with a closing date of May 21st, 2019. The results (excluding HST) are as follows:

Contractor/Vendor Name	Bid
Elmara Construction	\$ 93,250
Facca Incorporated	\$ 154,963

Elmara Construction is able to satisfy requirements relating to experience with similar projects, bonding, and insurance while providing the lowest cost proposal. Therefore, the recommendation is to proceed with this vendor. Art Engineering also conducted a review of the tender results (see Appendix B) and have provided the same endorsement of Elmara Construction.

LINK TO STRATEGIC PLAN

To become a leader in sustainable infrastructure renewal and development.

FINANCIAL CONSIDERATIONS

The following table provides a financial summary of the 2019 bridge program:

Project Name	Cost (including engineering)	Budget	(Surplus) / Deficit
North Talbot Road – Maddox Drain Culvert Rehabilitation	\$ 0	\$ 30,000	(\$ 30,000)
South Talbot Road – Boose Drain Culvert Reconstruction	\$ 378,800	\$ 547,000	(\$ 168,200)
Cedar Island Road – Wigle Creek Bridge Rehabilitation	\$ 107,250	\$ 50,000	\$ 57,250
		Total	(\$ 140,950)

Results of the Cedar Island Bridge Rehabilitation Tender were higher than expected. Regardless, a surplus is still anticipated upon completion of the 2019 bridge program. Therefore, reallocating funds in order to facilitate rehab of Cedar Island Bridge is recommended.

CONSULTATIONS

Dillon Consulting
Art Engineering
Kingsville Municipal Services Department
E.R.C.A.

RECOMMENDATION

That Council authorize the Mayor and Clerk to execute an agreement with Sterling Ridge Infrastructure for replacement of the South Talbot Road Culvert over Boose Drain;

And That Council authorize the Mayor and Clerk to execute an agreement with Elmara Construction for rehabilitation of the Cedar Island Road Bridge;

And That Council authorize the use of surplus funds from account # 130-360-71826 and account # 130-360-71827 in order to facilitate rehab of Cedar Island Bridge.

Tim Del Greco

Tim Del Greco, P.Eng
Manager of Municipal Services

G. A. Plancke

G.A. Plancke, Civil Eng. Tech (Env.)
Director of Municipal Services

Peggy Van Mierlo-West

Peggy Van Mierlo-West, C.E.T.

Chief Administrative Officer