

Report to Council

Report Title: D.S. Weis Memorial Bridge Rehabilitation Emergency Work
Prepared By: Gregg Furtney, Director of Operations
Department: Public Works
Date: June 15, 2021
Report Number: PW2021-15 **File Number:** C11, PW
Attachments: D.S. Weis Memorial Bridge Picture

Recommendation:

That the Council of the Municipality of Brockton hereby receives Report Number PW2021-15, D.S. Weis Memorial Bridge Rehabilitation Emergency Work, for information and further that

- 1.) Council approves Option Two (2) – Full Concrete Overlay work, for an additional \$188,361.80 plus HST funded from long term debt; and
- 2.) That Bylaw 2021-069 “Being a Bylaw to Amend the Authorization of the Borrowing of Money to Meet Municipal Expenditures of the Council of the Corporation of the Municipality of Brockton” be further amended to include the \$188,361.80 plus HST cost overrun.

Report:

Background:

The D.S. Weis Memorial Bridge Rehabilitation project (Concession 8 Brant – between Side Road 10 and Bruce County Road 3) had tenders close on March 23, 2021. There were five (5) tender submissions. The tender from National Structures was the lowest tender, in the amount of \$697,106.27 + HST. That tender amount included a \$60,000 contingency fund. Council accepted this tender (Report Number PW2021-08) at the April 13th, 2021 Meeting of Council.

The next lowest bid on this project was from VanDriel Excavating Inc. in the amount of \$705,558.95 (plus HST). Unfortunately, they would have discovered the same issue and we have already a signed and binding contract with National Structures Inc.

National Structures mobilized on site and began construction work on May 31st, 2021. The work is anticipated to take approximately eight (8) weeks to complete. One lane of traffic is open but a full bridge closure is expected for the first three (3) weeks of August.

Analysis:

On June 3rd, staff from National Structures contacted GM BluePlan and Municipal Staff and asked for an Emergency Meeting. The Contractor had begun concrete chipping operations on the deck top of the bridge. After the asphalt was removed, it became very apparent that the amount of deterioration on the deck top was significantly more than expected. National Structures prepared a breakdown of two (2) options for GM BluePlan and Municipal Staff to review. Because work has commenced, a decision needs to be made quickly to keep the project on schedule. This is a major concern for the Contractor and staff.



Option One (1) – Patch Repair: Estimated cost = \$73,910.20 (11% increase)

This option is viable; however, it is very likely that in 5 to 10 years there will be the need to do future rehabilitation to the bridge which would again facilitate the need to close the bridge as work is being completed. The patch repair will extend the project completion timeline as they will have to do one lane and then eventually have to move over and do the opposite lane. The seam in the middle is a concern for the Engineers and Contractors.

Option Two (2) – Full Concrete Overlay: Estimated cost = \$188,361.80 (27% increase)

On the advice of the Contractor, Engineers, and Senior Municipal Staff, this option makes the most sense. This will increase the longevity of the bridge, at least two (2) to three (3) times as long as Option One (1). Future rehabilitation of this same bridge will certainly cost more than \$188,361.80, if Council were to choose Option 1 and rehabilitate the bridge in a few years. The Contractors are already onsite and prepared to do the work, as directed. The Bridge will likely need to be closed completely, sooner than expected, however there is a good chance that the overall project will take less time than originally anticipated and the seam in the middle of the bridge will not be a concern. The detour on Concession 10 is already established. Bridge Rehabilitation work, unlike most other projects, often have these kinds of issues arise as a typical inspection can only see what is on the surface.

Even though the project has a built in \$60,000 contingency fund, because the project has just started, staff do not believe it is wise to use the contingency fund at this point. What is left in the contingency fund at the end of the project can certainly be utilized to help the project cost overrun.

Staff recommend that Council consider Option Two (2) as outlined in this report and that Bylaw 2021-069 be amended to account for the cost overrun, utilizing long term debt.

Sustainability Checklist:

What aspect of the Brockton Sustainable Strategic Plan does the content/recommendations in this report help advance?

- Do the recommendations help move the Municipality closer to its Vision? Yes
- Do the recommendations contribute to achieving Cultural Vibrancy? N/A
- Do the recommendations contribute to achieving Economic Prosperity? Yes
- Do the recommendations contribute to Environmental Integrity? Yes
- Do the recommendations contribute to the Social Equity? Yes

Financial Impacts/Source of Funding:

- Do the recommendations represent a sound financial investment from a sustainability perspective? Yes

The additional work, the prescribed concrete overlay, will be an estimated \$188,361.80 above and beyond the original tendered price by National Structures. This cost overrun can be funded through long-term debt. Money that is left in the contingency fund at the end of the project can be applied to reduce the cost overrun amount. Bylaw 2021-069 will need to be amended to capture the additional long-term debt needed to have this work completed.

Reviewed By:



Trish Serratore, Chief Financial Officer

Respectfully Submitted by:



Gregg Furtney, Director of Operations

Reviewed By:

A handwritten signature in dark ink, appearing to read "Sonya Watson", with a long, sweeping horizontal line extending to the right.

Sonya Watson, Chief Administrative Officer