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## Council-In-Committee Meeting – April 14, 2026

Subject: Award of Contract IRFT PW-EAM-26-51 – Bloomsburg Bridge and Old Highway 24 Culvert Replacements  
Report Number: PW-26-015  
Division: Public Works  
Department: Engineering & Asset Management  
Ward: Ward 7  
Purpose: For Decision

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### Recommendation(s):

That Report PW-26-015 – Award of Contract IRFT PW-EAM-26-51 – Bloomsburg Bridge and Old Highway 24 Culvert Replacements be received as information; and

That the Approved Capital Budget be amended (increased) for Project 5532413 Structure 842402 – Bloomsburg Bridge by \$468,000 to a total allocation of \$1,465,000, with funding to be provided from the OCIF Reserve Fund; and

That Approved Capital Budget be amended (decreased) for Project 5533107 Structure 972403 – Old Highway 24 Culvert by \$49,000 to a total allocation of \$756,000, with funding to be provided from the CCBF Reserve Fund.

Further that the Director of Engineering and Asset Management be authorized to execute a contract with Decew Construction Inc. for Invitational Request for Tender PW-EAM-26-51 – Bloomsburg Bridge and Old Highway 24 Culvert Replacement in the amount of \$1,714,471.00 (excluding HST).

### Executive Summary:

The Approved Capital Budget includes funding for the repair and replacement of the Bloomsburg Bridge and Old Highway 24 Culvert, both of which are located on Old Highway 24. The Bloomsburg Bridge is located in the Hamlet of Bloomsburg approximately 0.60km north of Concession 12 Townsend and the Old Highway 24 Culvert is located approximately 0.55km east of Highway 24.

The Bloomsburg Bridge is located adjacent to the much older and original bridge that supported travel movement through the area. This older bridge is a Roman Stone Arch design and a designated Heritage structure Bridge that requires protection during the construction process. A Heritage Impact Assessment (HIA) was completed in support of the proposed project, and the findings/recommendations of this study have been

incorporated into the construction tender to mitigate any impacts that the construction may have on this heritage structure.

The project also triggered the requirement for an Archaeological assessment. The Archeological findings around the work site, required the archeological work to progress to Stage 4. This was unexpected as the project envisioned the advancement to a Stage 2 level only, given that the proposed works are mostly contained to previously disturbed areas. The completion of Stage 3 and Stage 4 level work, inclusive of third-party oversight by Indigenous representative organizations has been completed and any identified construction limitations have been included in the tender.

Given that the Bloomsburg Bridge and the Old Highway 24 Culvert projects are within close proximity to each other, the projects were tendered together to take advantage of having one (1) contractor coordinate mobilization and traffic control, which would ideally result in cost savings.

The bridge and culvert replacement/rehabilitation projects were tendered, and the bids received were slightly higher than the approved budget. The cost increase is attributed to a number of factors which are identified within the report.

A budget amendment in the amount of \$419,000 (representing a 23.2% increase) is required to award the construction contract and proceed with the work.

## Discussions:

The Approved Capital Budget included a project for the replacement of the Bloomsburg Bridge and a project for the replacement of the Old Highway 24 Culvert. See Attachment 1 – Location Map. The Bloomsburg Bridge and the Old Highway 24 Culvert have been identified for replacement to extend the useful life of these structures.

G. Douglas Vallee Ltd. was retained in 2024 as the consulting engineer for the design, contract administration and inspection for this bridge and culvert work. The combined project includes the following:

### Bloomsburg Bridge

- Implementation of traffic control measures. **NOTE:** full closure with traffic detour
- Implementation of heritage impact and archaeological mitigation measures
- Dewatering requirements for foundation installation
- Helical pile installation for foundations
- Installation of precast rigid frame culvert sections
- Installation of rip-rap/river stone for erosion protection
- Replacement of roadside safety guiderail
- New roadway pavement on bridge and approaches

## Old Highway 24 Culvert

- Implementation of traffic control measures. **NOTE:** full closure with traffic detour
- Dewatering requirements for culvert foundation installation
- Installation of precast box culvert sections
- Installation of rip-rap/river stone for erosion protection
- Replacement of roadside safety guiderail
- New roadway pavement on culvert and approaches

During the engineering phase of the Bloomsburg Bridge project, Heritage Impact Assessment (HIA) was completed along with an Archeological Study of the immediate area. The HIA study resulted in the need for additional site delineation works and active on-site monitoring of the existing nearby Heritage Bridge Structure as noted in the construction cost assessment. The Archeological Study progressed to a Stage 4 review which is a very labour-intensive on-site exploratory exercise. The Stage 4 works were unplanned for, both in time and budget. Additional project costs in the range of \$92,000 are attributed to the HIA and Archaeological Study works completed during the engineering/design phase.

On the construction side, an Invitational Request for Tender, PW-EAM-26-51 – Bloomsburg Bridge and Old Highway 24 Culvert Replacements was issued and closed on March 10, 2026. The tender invitation was issued to the bridge contractors that were previously pre-qualified through the RFPQ EIS-ENG-24-84 – Prequalification of General Contractors – Bridge and Culvert Construction (2025-2027). A total of two (2) bids were received and are summarized in Table 1.

**Table 1 – List of Bids**

<b>Contractor</b>	<b>Total Tender Price (excluding HST)</b>
Decew Construction Inc.	\$1,714,471.00
Urbanlink Civil Ltd.	\$1,842,500.00

Decew Construction Inc. is the low bidder with a total bid of \$1,714,471.00 excluding HST (\$1,745,000, incl. net HST). This tendered price also includes a contingency in the amount of \$100,000.

The approved budget amount for the construction is \$1,505,000 (inclusive of net HST). The bids that have been received are higher than the approved budget by roughly \$240,000. After a review of the bid prices, the increased costs for construction can be attributed to the following factors:

- Higher than anticipated costs attributed to:
  - sheet piling for dewatering
  - steel for rebar and guiderail (likely attributed to market volatility – tariffs)

Beyond the above noted construction pricing impacts noted from the tender process, the construction process needs to include allocations for:

- Heritage Impact Assessment requirements (allocated \$37,000):
  - additional work effort to employ static rolling for compaction as opposed to vibratory rolling
  - requirements for site fencing and vibration monitoring.
- Archeological monitoring (allocated \$15,000):
  - Requirement for additional on-site monitoring during construction process
- Geotechnical Quality Assurance and Control Testing (allocated \$35,000)

The total financial adjustment needed to move this project forward is \$419,000, comprised of \$92,000 in Engineering and \$327,000 in Construction.

Should Council approve the request budget amendment of \$419,000, the projects can be awarded to the low bidder and the project can proceed per their proposed construction timelines which would see both projects substantially completed by September 4, 2026 (Old Highway 24 Culvert) and October 30, 2026 (Bloomsburg Bridge).

### Finance Comments:

The Approved Capital Budget contains a total allocation of \$1,802,000 for the Old Highway 24 (\$997,000) and Bloomsburg (\$805,000) projects. Due to Heritage Impact Assessment being required during engineering, Aboriginal site monitoring during archaeological work, anticipated geotechnical work, anticipated continued Aboriginal monitoring during construction, and the lowest construction bid being received overbudget, staff are recommending budget amendments, as summarized in Tables 2 and 3. Inclusive of net HST, the combined recommended budget amendment is \$419,000.

**Table 2 – Old Highway 24 Recommended Budget Amendment**

Component	Approved Budget	Amendment	Revised Budget
Engineering	\$152,000	\$167,000	\$319,000
Construction	845,000	301,000	1,146,000
<b>Total Expenditures</b>	<b>997,000</b>	<b>468,000</b>	<b>1,465,000</b>
OCIF Reserve Fund	997,000	468,000	1,465,000
<b>Total Funding</b>	<b>997,000</b>	<b>468,000</b>	<b>1,465,000</b>

**Table 3 – Bloomsburg Recommended Budget Amendment**

Component	Approved Budget	Amendment	Revised Budget
Engineering	\$145,000	\$(75,000)	\$70,000
Construction	660,000	26,000	686,000
<b>Total Expenditures</b>	<b>805,000</b>	<b>(49,000)</b>	<b>756,000</b>
CCBF Reserve Fund	805,000	(49,000)	756,000
<b>Total Funding</b>	<b>805,000</b>	<b>(49,000)</b>	<b>756,000</b>

As disclosed on the March 24<sup>th</sup>, 2026 Council meeting agenda, the OCIF Reserve Fund is anticipated to have an uncommitted year-end balance of \$6,407,382, so it is anticipated to be able to accommodate the impact of this amendment.

### **Interdepartmental Implications:**

#### **Purchasing Services**

Purchasing Services has reviewed the report and advises that the Invitational Request for Tender IRFT PW-EAM-26-51 – Bloomsburg Bridge and Old Highway 24 Culvert Replacements was developed and issued in accordance with the Norfolk County Purchasing Policy and Procedures. The recommended bidder has been proposed on the basis of having submitted the lowest compliant bid that meets the minimum specifications as outlined in Norfolk County Policy GP-28, Purchasing Policy Section 5.5.

### **Consultation(s):**

Purchasing and Finance were consulted in the preparation of this report.

### **Strategic Plan Linkage:**

Building Norfolk - Develop the infrastructure and supports needed to ensure complete communities

### **Attachment(s):**

- Attachment No. 1 – Location Map

### **Approval:**

Approved By:  
Al Meneses, CAO

Approved By:  
Andrew Grice, General Manager  
Public Works

Reviewed By:  
Darnell Lambert, CET  
Director, Engineering & Asset Management

Prepared By:  
Jeff Demeulemeester, CET  
Project Manager, Engineering