

**THE CORPORATION OF THE CITY OF SARNIA**  
**People Serving People**

**ENGINEERING DEPARTMENT**

**OPEN SESSION REPORT**

TO: Mayor Bradley and Members of Sarnia City Council

FROM: J.P. André Morin, P.Eng., City Engineer

DATE: September 2, 2014

SUBJECT: Cull Drain Pedestrian Bridge – Urgent Action

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**Recommendation:**

It is recommended:

1. That Sarnia City Council accept the quotation by Curran Contractors in the amount of \$111,300.00 (\$113,258.88 including non-rebateable portion of HST) for removal and disposal of the entire Cull Drain Bridge Structure (no salvage), or
2. That Sarnia City Council accept the quotation by Cope Construction in the amount of \$226,413.00 (\$230,397.87 including non-rebateable portion of HST) for removal, demolition, and disposal of the Cull Drain Bridge with salvaging of the trusses and relocation of the trusses to Mike Weir Park for possible future preservation works.

**Background:**

At the August 7, 2014 Special Council Meeting, staff and our consulting engineer presented the Engineer's Report recommending that the bridge be removed immediately. At this meeting Council requested that staff report back to Council as soon as possible on demolition costs which would include various options.

On August 14, 2014, staff met with three (3) contractors for two (2) quotations to remove the bridge. The first quotation (A: Dismantle) was to dismantle and remove the bridge completely, and the second quotation (B: Dismantle & Salvage) was to dismantle the bridge but salvage the trusses for future preservation.

During the on-site meeting with the contractors, a major concern they expressed was on salvaging and relocating the 30m trusses in their fragile condition. Staff agreed that the trusses could be dismantled in a method that

the re-assembly of the trusses could be completed without losing the structural integrity.

The following quotations were received and opened:

<b>Contractor</b>	<b>A: Dismantle (Excluding H.S.T)</b>	<b>B: Dismantle &amp; Salvage Trusses (Excluding H.S.T.)</b>	<b>Salvage Success Rate</b>
Cope Construction	\$218,702.00	\$226,413.00	95%
Curran Contractors	\$111,300.00	\$594,000.00	80%
Triad Contracting (with Wicks Construction)	\$117,508.00	No Submission	N/A

Note: each quotation includes a 20% contingency

**Comments:**

The three local construction companies were selected as they each employ a Professional Engineer that is needed to ensure that the bridge is structurally stable before work on and under the bridge proceeds and they are able to develop a plan to support and remove the trusses in an effort to salvage.

Each contractor prepared their own method of dismantling and salvage that their experience and equipment suited.

Triad Contracting were not in favour to Dismantle & Salvage the trusses (quotation 'B') due to the extreme cost (extensive shoring) and no guarantee that the trusses would be restorable at a practical and reasonable cost.

The salvage success rate was determined by each contractor based on their method to remove the bridge deck without adding increased stress to the trusses and the removal and relocation of the trusses. Although this is only self-determination, it does add merit when determining the method on removing the bridge.

The low prices submitted for quotation 'A' by Curran Contractors requires a fifteen (15) day construction period, quotation 'B' by Cope Construction requires a twenty (20) day construction period. The method must be approved by the St. Clair Region Conservation Authority and the Department of Fisheries and Oceans before a schedule can be completed. Also this work will require to be completed when dry weather and low winds are expected which may delay portions of the project.

Four pieces of correspondence were received regarding the Cull Drain Pedestrian Bridge and have been attached to this report.

**Consultation:**

Staff have contacted and consulted with the St. Clair Region Conservation Authority and the Department of Fisheries and Oceans (DFO). An application for 'Request for Review' has been submitted to the DFO, and staff will work with the agencies and our successful contractor to acquire all necessary approvals to complete the removal of the bridge.

**Financial Implications:**

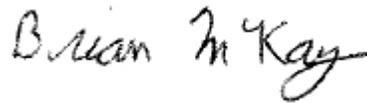
It is proposed to fund this project from the "Rehabilitation of Various Structures (Bridges and Culverts)" capital funding which has a current uncommitted balance of \$499,883.

Reviewed by:



J.P. André Morin, P.Eng.  
City Engineer

Approved by:



Brian McKay, CPA, CA  
Acting City Manager

This report was prepared by Mike Berkvens, Development Manager.

**Attachments:**

- Letter from Steve Loxton dated August 28, 2014
- Letter from Richard Longley dated September 2, 2014
- Letter from Nathan Holth dated September 3, 2014
- Letter from Victoria Schauteet dated September 2, 2014