



## OPERATIONS COMMITTEE

Wednesday, February 28, 2018

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A special meeting of the Operations Committee was held on Wednesday, February 28, 2018 at 9:15 a.m. in the Pine Boardroom at the County of Renfrew Administration Office, 9 International Drive, Pembroke, Ontario.

Present were: Tom Peckett, Chair  
Jennifer Murphy, Warden

Committee Members: Robert Kingsbury, Glenda McKay, Terry Millar, John Reinwald

Regrets: Kim Love

Staff Present: W. James Hutton, Chief Administrative Officer/Clerk  
Jeff Foss, Director, Finance/Treasurer  
Steven P. Boland, Director, Public Works & Engineering  
Michael Pinet, Manager, Infrastructure  
Lori Dennis, Administrative Assistant

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Chair Peckett called the meeting to order at 9:17 a.m. The roll was called, and no pecuniary interests were disclosed.

Mr. Boland presented a draft addendum to County Council Report for Public Works & Engineering, which is attached as Appendix A.

### **RESOLUTION NO. OP-C-18-02-16**

Moved by: Warden Murphy  
Seconded by: Councillor Reinwald

THAT this Committee recommends that the County Council approve the rehabilitation of County Structure B-110 (Captain Christopher Bell Bridge) using Option 3 (Overlay, Waterproof and Pave up to the curb height) at an estimated construction cost of \$1,703,653 with additional funding of approximately \$550,000 to be directed from the TCA Renewal Reserve.

CARRIED.

Councillor Kingsbury expressed appreciation to staff for bringing forward the rehabilitation options for Captain Christopher Bell Bridge. Warden Murphy concurred and noted that the placement of white lines to keep traffic from the parapet walls would be beneficial.

**RESOLUTION NO. OP-C-18-02-17**

Moved by: Councillor Kingsbury

Seconded by: Councillor Reinwald

THAT this meeting adjourn and that the next regular meeting be held on Monday, April 9, 2018.  
Time – 9:30 a.m.

CARRIED.

Appendix A  
**ADDENDUM TO  
 OPERATIONS COMMITTEE REPORT  
 DATED FEBRUARY 28, 2018**

**RESOLUTIONS**

12. County Structure B-110 (Captain Christopher Bell Bridge)

**RESOLUTION NO. OP-CC-18-02-16**

Moved by Chair  
 Seconded by Committee

THAT County Council approve the rehabilitation of County Structure B-110 (Captain Christopher Bell Bridge) using Option 3 (Overlay, Waterproof and Pave up to the curb height) at an estimated construction cost of \$1,703,653 with additional funding of approximately \$550,000 to be directed from the TCA Renewal Reserve.

**Background**

In the fall of 2017 the consultant, HP Engineering commenced the field investigations and assessment of alternatives for the rehabilitation for County Structure B-110 (Captain Christopher Bell Bridge). In developing the options the consultant considered four strategies. Table 1 below provides a comparison of the four options.

Renewal Option	Estimated Service Life Extension (yrs)	Description of Option	Estimated Construction Duration	Estimated Cost
<b>Option 1</b> Patch, Waterproof, and pave	15 – 20	Replace barriers, overlay existing curbs, install lateral seismic restraints, reseal expansion joints, and repairs to remainder of bridge. Maintains current travelled width of 8.53 m. Curbs combined with barriers do not conform to code.	14 weeks	\$1,156,862
<b>Option 2</b> Overlay, Waterproof, and Pave (Maintain Curb)	25 – 30	Replace barriers, overlay existing curbs, replace past concrete overlay of deck, installation of approach slabs, expansion joint replacement, lateral seismic restraint installation, and replacement of bridge bearings. Maintains current travelled width of 8.53 m. Curbs combined with barriers do not conform to code.	16 weeks	\$1,623,652
<b>Option 3</b> Overlay, Waterproof, and Pave (Up to Curb Height)	25 – 30	Replace barriers, overlay and pave deck up to top of existing curbs, installation approach slabs, replace expansion joints, install lateral seismic restraints, and replace bridge bearings. Provides wider travelled width of 9.76 m. All of bridge conforms to code.	16 weeks	\$1,703,652

<b>Option 4</b> Overlay, Waterproof, and Pave (Remove Curb and Reconstruct)	25 – 30	Remove barriers and curbs, reconstruct edges of bridge, replace barriers, overlay and pave deck, install approach slabs, replace expansion joints, install lateral seismic restraints, and replace bridge bearings.  Provides wider travelled width of up to 11.0 m. All of bridge conforms to code.	19 weeks	\$1,930,092
<b>Option 5</b> Deck Replacement	50	Removal of entire bridge deck and replacement with wider superstructure, install approach slabs, replace expansion joints, install lateral seismic restraints, and replace bridge bearings.  Provides wider travelled width of up to 11.0 m. All of bridge conforms to code.	24 weeks	\$2,428,902

During the Operations Committee meeting on February 12, 2018 considerable discussion took place as to the preferred rehabilitation option for County Structure B-110. Our Committee reviewed the four options that had been considered with construction costs ranging from \$1,156,862 to \$2,428,902. The 2018 Budget allocation for the project including engineering and contract administration fees is \$1,350,000.

The only option which meets the needs of the bridge and is within the budget allocation is Option 1. However, Option 1 maintains the current bridge configuration for pavement width and has the shortest estimated service life of the options examined. It is noted that while the bridge will continue to be safe for the travelling public under all options, the opportunity exists to provide improvements to the travelled road width, which will improve the safety of the bridge, as well as increase the estimated service life. Option 3 will meet both of these criteria and provide a barrier configuration which meets the current bridge design code requirements. However, the estimated construction costs will increase to \$1,703,652. This represents an increase in the budget requirement of approximately \$550,000 in order to complete the project. The estimated service life extension under Option 3 is estimated to be 25 – 30 years compared with a service life of 15 – 20 years for Option 1. Beyond the end of service life in each case it is expected that a major bridge rehabilitation will be required which will likely require replacement of the bridge deck. It is also of note that the County’s consultant has indicated in their design brief for the project that Option 3 is the preferred alternative if sufficient funds can be made available. The design brief has been finalized since the 2018 Budget was prepared.

The County’s consultant, HP Engineering, is presently working on the design plans for the structure and is nearing completion of the base drawings and documents. In order to proceed to the final design stage and prepare tenders for circulation it is necessary to provide direction as to the option chosen for the final configuration.

### Financial Considerations

As indicated previously the 2018 budget allocation for this project is \$1,350,000 which includes the costs of all engineering, construction and contract administration services. In order to proceed with Option 3, additional budget allocation is required in the amount of approximately \$550,000. The County Treasurer has advised that sufficient funds are available in the TCA Renewal Reserve to cover the additional costs. The

approval of County Council is required to authorize the additional expenditure for Option 3.

All of which is respectfully submitted.

T. Peckett, Chair

And Committee Members: R. Kingsbury, K. Love, G. McKay, T. Millar, J. Murphy, J. Reinwald