

**APRIL 23, 2026**

**COUNCIL REPORT**

**REPORT NO. CC-015-2026**

**AWARD OF CONTRACT NO. PW-2026-06 WRIGHT'S BRIDGE REHABILITATION**

**ADEM ADEBAYO  
MANAGER OF ENGINEERING AND OPERATIONS  
PUBLIC WORKS**

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**RECOMMENDATIONS**

**THAT** Council award Contract No. PW-2026-06 for the Wright's Bridge Rehabilitation to DW Building Restoration Services Inc. in the amount of \$773,935.65 (excluding HST);

**THAT** Council authorize the closure of a section of County Road 7 for a maximum cumulative period of 18 weeks to facilitate the structural rehabilitation of Wright's Bridge; and

**THAT** the necessary by-laws be prepared to formalize these capital realignments and contract awards.

**FINANCIAL IMPLICATIONS**

The approved 2026 Public Works Capital Budget allocated \$711,244.00 for the Wright's Bridge Rehabilitation. The lowest compliant bid received for Contract PW-2026-06 is \$773,935.65. When factoring in the non-rebateable Harmonized Sales Tax (HST) of 1.76%, the total project cost is \$787,556.92, resulting in a budget shortfall of \$76,312.92. Including contract administration, the total estimated budget shortfall is \$94,959.42.

This budget variance occurred primarily because the project scope includes approximately 280 meters of road paving work on County Road 7. To be efficient, staff lumped this paving work -which extends from the bridge up to the intersection of County Road 16 – into the bridge contract. The stretch of roadwork pushed the total cost above the original bridge-only estimate, alongside current inflationary pressures on specialized construction materials.

To fund the shortfall resulting from the road paving (approximately \$125,000), savings from the approved 2026 County Road 1 (Toledo) capital project will be utilized as this project has projected savings of \$183,590.

The proposed strategic reallocation to cover the Wright's Bridge construction shortfall and the associated engineering contract administration is detailed below:

Financial Component	Amount
Approved 2026 Capital Budget	\$711,244.00
Lowest Compliant Bid (DW Building Restoration)	\$773,935.65
Non-Rebateable HST (1.76%)	\$13,621.27
Contract Administration	\$18,646.50
Total Project Cost	\$806,203.42
Identified Capital Shortfall	-\$94,959.42

### **STRATEGIC INITIATIVES**

This project directly implements the 2024-2026 Strategic Initiatives Framework by improving road conditions (Goal 1.1), adding 0.5-meter paved shoulders for active transportation (Goal 1.4), utilizing sustainable FDR asphalt recycling (Goal 1.5), and maintaining financial sustainability by funding the project without a tax levy (Goal 4.2).

### **CLIMATE CHANGE IMPLICATIONS**

By rehabilitating rather than demolishing the structure, the municipality avoids the massive greenhouse gas emissions associated with manufacturing new structural steel and concrete.

### **ACCESSIBILITY CONSIDERATIONS**

Key safety and accessibility upgrades include 0.5-meter paved shoulders for active transit, high-visibility pavement markings, and the replacement of outdated timber

barriers with modern, crash-tested Three-Tube Railings and Energy Attenuators.

### **COMMUNICATIONS CONSIDERATIONS**

The rehabilitation requires a full road closure on the affected section of County Road 7 for up to 18 weeks, with an anticipated construction start of June 1, 2026. A signed detour route will be established on adjacent roads. The contractor must provide a Traffic Control Plan in accordance with the Ontario Traffic Manual.

Emergency service providers (OPP, Paramedic Service, Fire Services) and school bus operators will be notified in advance with detailed closure and detour maps. Public updates will be shared through the Municipal 511 platform and the Counties' social media channels.

### **BACKGROUND**

Wright's Bridge is located on County Road 7, approximately 0.28 km south of County Road 16, southwest of Jasper. Structural inspections identified accelerating concrete deterioration caused by freeze-thaw cycles and chloride exposure from decades of winter de-icing, resulting in reinforcing steel corrosion, spalling, and delamination that will compromise the bridge's load-bearing capacity if left unaddressed.

The rehabilitation scope includes concrete removal and repair with a silica fume overlay, non-destructive testing and fatigue repair of critical steel welds, waterproofing, new asphalt surfacing, and replacement of all roadside barriers. The County Road 7 component includes Full Depth Reclamation and new Hot Mix Asphalt.

Request for Tender No. PW-2026-06 was issued on February 25, 2026, and closed on March 23, 2026, attracting nine compliant bids ranging from \$773,935.65 to \$1,299,739.80. A summary of the bids is provided below.

Vendor	City/Province	Bid Amount
DW Building Restoration Services Inc	Carleton Place, ON	\$773,935.65
BONNECHERE EXCAVATING INC.	Renfrew, Ontario	\$833,732.60
Safa Builders & Contractors	Markham, Ontario	\$904,913.00
GIP Paving Inc.	Kingston, Ontario	\$957,667.10
Ross and Anglin Limited.	Ottawa, Ontario	\$958,089.00

KB Civil Constructors Inc.	North York, ON	\$984,083.62
Urbanlink Civil Ltd.	Beamsville, Ontario	\$1,085,500.00
Orin Contractors Corp	Concord, Ontario	\$1,236,981.25
Clearwater Structures Inc.	Bowmanville, Ontario	\$1,299,739.80

## **DISCUSSION/ALTERNATIVES**

Staff recommend awarding the contract to DW Building Restoration Services Inc. as the lowest compliant bidder. The proposed capital realignment uses existing surpluses to fully fund the project and support the parallel Leeder Bridge rehabilitation, with no impact on the tax levy.

### **Alternatives Considered**

Deferring the project was considered and rejected. The structural deterioration documented in inspections will accelerate if left unaddressed, leading to higher repair costs and the potential for emergency load restrictions or closure. Delaying also defers the required fatigue testing of critical steel welds, which presents a safety risk.

Re-tendering was also considered and rejected. The original process generated strong competition with nine bids from a broad geographic area. Given current inflation in construction materials and labour, a new tender would likely yield higher prices while extending the period that the public is exposed to a deteriorating structure.

## **ATTACHMENTS**

N/A

The report set out above has been reviewed and the information verified by the individuals listed below.

**ADEM ADEBAYO**  
**MANAGER OF ENGINEERING AND OPERATIONS**

**APRIL 05, 2026**  
**DATE**

**SARAH MCDONALD**

**APRIL 9, 2026**

**DIRECTOR OF PUBLIC WORKS**

**DATE**

**KATIE CLARKE  
DEPUTY TREASURER**

**APRIL 13, 2026  
DATE**

**AL HORSMAN  
CHIEF ADMINISTRATIVE OFFICER**

**APRIL 15, 2026  
DATE**