Date: Wednesday, September 10, 2025

Meeting Type: Council

From: Kevin Verkindt, Manager of Engineering and Infrastructure

Subject: Award of Contract for the Replacement of Big Bay Culvert, Structure K-0009

Report#:DEV2025-065

This document and its attachments are public and available in an accessible format upon request.

Recommendation

THAT Council receive Staff Report DEV-2025-055, Award of Contract for Award of Contract for the Replacement of Big Bay Culvert, Structure K-0009; and

That Council move forward from the 2026 budget $500,000 for the construction of Big Bay Culvert; and

THAT a contract with the firm R.F. King Holdings for Request for Tender 2025-14 Award of Contract for the Replacement of Big Bay Culvert, Structure K-0009 in the amount of $405,535.00 (excluding HST) be awarded; and

THAT the Mayor and Clerk be authorized to execute a contract for service.

Background

The 2024 OSIM (Ontario Structure Inspection Manual) has reviewed more than 40 structures across the municipality. OSIM inspections are required to be undertaken on a biannual basis of bridges and culverts over a certain size. The 2024 inspection has included a small number of additional structures that had been overlooked in past inspections.

The OSIM inspection is a visual inspection, completed by a qualified structural engineer that identifies whether there are visual signs which could be indicative of areas of concern on bridges and culverts. While exploratory and visual in nature, the OSIM report provides an insight into how the bridges and culverts are performing and provides a tool to help inform asset management planning and in year maintenance works. By completing a regular routine of OSIM inspections and addressing the issues within them, it is hoped that the anticipated lifecycle of bridges and culverts can be met or

exceeded. Generally speaking, it is anticipated that a lifecycle of between 50 and 75 years be achieved by most of these structures.

The Township has at least 8 structures older than 75 years, and at least 20 that exceed 50 years. The oldest structure is the Hepworth Creek Bridge which is thought to date from 1910.

The bridges and culverts inspected are all structures over which a road or trail passes; their failure would prevent use of the road or trail and could cause injury or property damage.

During the 2024 bridge inspection, Pearson Engineering, who were engaged to undertake the review, have highlighted several further structures that are beyond the end of their lives.

The Big Bay Culvert is located on Big Bay Sideroad, approximately 700 m south of Grey Road 1 and conveys flows from Big Bay Creek (Attachment 1). The Big Bay Culvert is a Structural Plate Corrugated Steel Plate (SPCSP) with an overall structural length of 19.3 m and is approximately 55 years old.

The Big Bay Sideroad Culvert has failed and is considered to be in critical condition. The recommendations are that the culvert be replaced immediately.

Analysis

Request for Tender (RFT) Number 2025-14 included the replacement of Structure K-009, Big Bay Culvert located on Big Bay Sideroad. The bidding opportunity was issued on Monday, July 21, 2025 with a closing date of Thursday, August, 14 2025. All tenders were opened at the Township of Georgian Bluffs Administration Building.

40 companies registered to obtain bid packages, and seven (7) bids were received at the time of tender closing.

Table 1 – Summary of Tender Submissions

Bidder Name	Bid Price $ (Excluding Taxes)
Arnill Construction Limited	$622,283.30
R.F. King Holdings	$405,535.00 *
Fidelity Engineering & Construction	$723,721.00
Moorefield Excavating	$429,429.00
Lancoa Contracting Inc.	$796,079.00

Cox Construction Limited	$559,888.98
E.C. King Contracting	$690,865.00

The bids were further reviewed by staff and Pearson Engineering (Attachment 2), to confirm compliance with policies and procedures.

* Bid submission revised due to quantity error on proponent's submitted Schedule of Unit Prices.

The lowest bid in the amount of $405,535.00 (excluding HST) was submitted by R.F. King Holdings. It should be noted that R.F. King's official bid price has been increased by $1,560 from the submission price as the incorrect quantity for granular materials was included in their bid submission. The quantity of granular material for Contract Item No. 17 and 18 was increased during Addendum #1 and communicated through a revised Schedule of Unit Prices.

Table 2 - Breakdown of the Project Costs:

Item	($)
Low Tender	355,535.00
Contingency	50,000.00
Non-Refundable Portion of HST (Tender Value)	7,137.42
Total Project Cost	**412,672.42**

Financial Impact

The budget included Big Bay Sideroad Culvert was set at $650,000 ($150,000 in 2025 and $500,000 in 2026). Staff are recommending that Council move forward the 2026 portion of the total funding to allow for this project to proceed in 2025.

Strategic Lenses

Climate Change

Modern culvert designs are engineered to handle increased storm intensity, higher water flows, and more frequent extreme weather events associated with climate change. By improving hydraulic capacity and durability, the replacement reduces the risk of flooding, erosion, and road washouts, ensuring safer and more reliable transportation routes. In turn, this proactive investment extends the service life of infrastructure, minimizes future maintenance costs.

Conclusion

Staff recommends that a contract be awarded to R.F. King Holdings for Tender No. 2025-14 Replacement of Big Bay Culvert, K-009, in the amount of $ 405,535.00 (excluding HST).

Respectfully Submitted:
Kevin Verkindt, Manager, Engineering and Infrastructure

Report Approval Details

Document Title:	Award of Contract for the Replacement of Big Bay Culvert, Structure K-0009.docx
Attachments:	- Attachment 1 - Location Map.pdf - Attachment 2 - RFT 2025-14 Tender Analysis Letter.pdf
Final Approval Date:	Aug 25, 2025

This report and all of its attachments were approved and signed as outlined below:

Michael Benner, Director of Development and Infrastructure

Brittany Drury, Acting CAO