



**Public Works and Transportation Committee
Electronic Meeting**

**Anderson Room, City Hall
6911 No. 3 Road**

**Wednesday, March 19, 2025
4:00 p.m.**

Pg. # ITEM

MINUTES

PWT-4 *Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on February 19, 2025.*



NEXT COMMITTEE MEETING DATE

April 23, 2025, (tentative date) at 4:00 p.m. in the Anderson Room.

AGENDA ADDITIONS AND DELETIONS

ENGINEERING AND PUBLIC WORKS DIVISION

1. **REVIEW OF ROADS NEAR THE SOUTH DYKE TRAIL**
(File Ref. No. 10-6450-10-01) (REDMS No. 7938107)

PWT-14

See Page PWT-14 for full report

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

That staff monitor the traffic operations and community feedback regarding vehicle speed on Dyke Road as described in the staff report titled “Review of Roads Near the South Dyke Trail”, dated February 26, 2025 from the Director, Transportation.



2. **RECOMMENDATION TO AWARD CONTRACT 8398Q - SUPPLY AND INSTALLATION OF CONDUITS AND WATER SERVICE PIPES USING TRENCHLESS TECHNOLOGY AND OTHER RELATED CIVIL WORKS**

(File Ref. No. 02-0745-01) (REDMS No. 7963627)

PWT-22

See Page PWT-22 for full report

Designated Speaker: Lloyd Bie

STAFF RECOMMENDATION

(1) *That Contract 8398Q - Supply and Installation of Conduits and Water Service Pipes using Trenchless Technology and Other Related Civil Works be awarded to Ulmer Contracting Limited for an initial three-year term estimated at \$7,653,189 exclusive of taxes, as described in the staff report titled “Recommendation to Award Contract 8398Q–Supply and Installation of Conduits and Water Service Pipes using Trenchless Technology and Other Related Civil Works” dated February 13, 2025, from the Director, Transportation;*

(2) *That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to extend the initial three-year term, up to the maximum total term of five years, for the maximum total amount of \$13,144,353 exclusive of taxes, as described in the staff report titled “Recommendation to Award Contract 8398Q – Supply and Installation of Conduits and Water Service Pipes using Trenchless Technology and Other Related Civil Works” dated February 13, 2025, from the Director, Transportation; and*

That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the contract with Ulmer Contracting Limited.



Pg. # ITEM

3. **MANAGER’S REPORT**

ADJOURNMENT





Public Works and Transportation Committee

Date: Wednesday, February 19, 2025

Place: Anderson Room
Richmond City Hall

Present: Councillor Carol Day, Chair
Councillor Michael Wolfe
Councillor Chak Au
Councillor Kash Heed (by teleconference)
Councillor Alexa Loo

Also Present: Councillor Andy Hobbs

Call to Order: The Chair called the meeting to order at 5:17 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on January 22, 2025, be adopted as circulated.

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

1. **DISASTER RESILIENCE AND INNOVATION FUND (DRIF) – NORTH DIKE PRELIMINARY DESIGN PROJECT GRANT APPLICATION**

(File Ref. No. 10-6060-01) (REDMS No. 7921545)

In response to queries from Committee, staff advised that (i) part of the preliminary design project will identify habitat impacts in addition to potential habitation compensation options and (ii) Transportation staff will be engaged during the design process to address concerns and considerations.

Public Works & Transportation Committee
Wednesday, February 19, 2025

It was moved and seconded

- (1) *That the application to the Disaster Resilience and Innovation Fund (DRIF) as outlined in the staff report titled “Disaster Resilience and Innovation Fund (DRIF) – North Dike Preliminary Design Project Grant Application” dated January 15, 2025 from the Director, Engineering, be endorsed; and*
- (2) *That should the grant application be successful, the Chief Administrative Officer and the General Manager, Engineering and Public Works, be authorized on behalf of the City to negotiate and execute a funding agreement with the Province of British Columbia for the above mentioned project.*

CARRIED

**2. PROVINCIAL INVASIVE SPECIES MONITORING UPDATE:
NORTHERN GIANT HORNET**

(File Ref. No. 10-6160-07-01) (REDMS No. 7948159)

It was moved and seconded

That the staff report titled “Provincial Invasive Species Monitoring Update: Northern Giant Hornet” dated January 28, 2025 from the Director, Climate and Environment be received for information.

CARRIED

**3. PROPOSED SPEED MITIGATION MEASURES ON DYKE ROAD
AND LONDON/PRINCESS AREA**

(File Ref. No. 12-8060-20-010623;10-6450-15-01) (REDMS NO. 7859884, 7909364)

Staff provided an overview of their findings following the review of the Dyke Road speed limit, referencing their PowerPoint presentation (attached to and forming part of these minutes as Schedule 1).

In response to queries from Committee, staff advised that (i) the 5-year ICBC collision data noted 14 collisions which mostly represent single-vehicle incidences and did not involve pedestrians or cyclists, and there was no indication that speeding was a contributing factor and (ii) Dyke Road is classified as a local road.

Jesse Li, HUB Cycling's Richmond/YVR Local Committee, spoke in support of lowering the speed limit and introducing traffic calming measures on Dyke Road.

Discussion ensued regarding (i) the implementation of physical traffic calming measures, and (ii) a forthcoming report regarding traffic calming on Dyke Road as a whole.

Public Works & Transportation Committee
Wednesday, February 19, 2025

It was moved and seconded

That the staff presentation titled “Review of Dyke Road Speed Limit” be received for information.

CARRIED

4. **MANAGER’S REPORT**

(i) Cambie Road and No. 5 Road Intersection Upgrade Project

Staff advised that ICBC re-assessed the Cambie Road and No. 5 Road Intersection Upgrade project and will be contributing an additional \$43,000 as part of cost-share funding.

(ii) Steveston Highway Multi-Use Pathway Project

Staff advised that (i) the section between Shell Road and Gilbert Road is complete, (ii) construction is ongoing between Gilbert Road and No. 2 Road, with completion anticipated in the second quarter of 2025, and (iii) construction of the No. 2 Road to Railway Avenue portion has commenced, with completion anticipated in summer 2025.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:38 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, February 19, 2025.

Councillor Carol Day
Chair

Shannon Unrau
Legislative Services Associate

Schedule 1 to the Minutes of the
Public Works and Transportation
Committee meeting of Richmond City
Council held on Wednesday,
February 19 , 2025.



Review of Dyke Road Speed Limit

**Public Works and Transportation
Committee Meeting**

February 19, 2025

Traffic Calming Process

Speed mitigation process on local roads is community driven:

- Residents request speed management on their local street
- Traffic studies are conducted
- Staff consult with residents to develop traffic calming measures
- Surveys distributed to affected residents
- Implementation subject to level of support and/or Council direction

Study Area



Dyke Road:

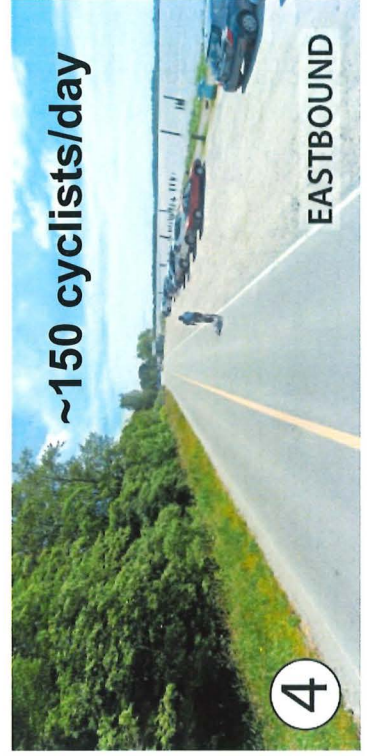
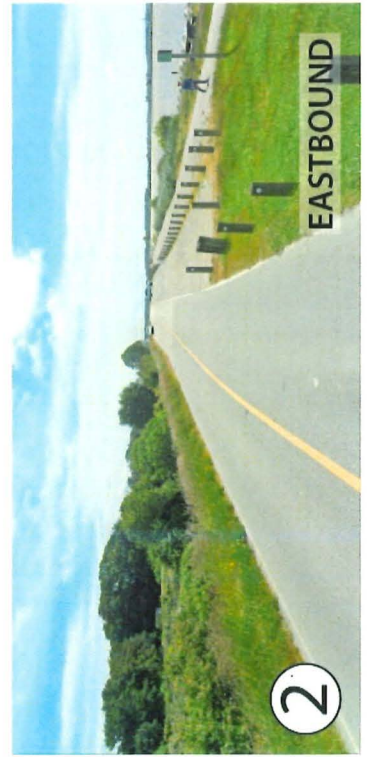
- Local road
- Low traffic volume
- Narrow pavement width

Vehicle Speeds: Average = 50 km/h




85th Percentile = 60 km/h

5-Year ICBC Collision Data: 14 total collisions

Road Conditions

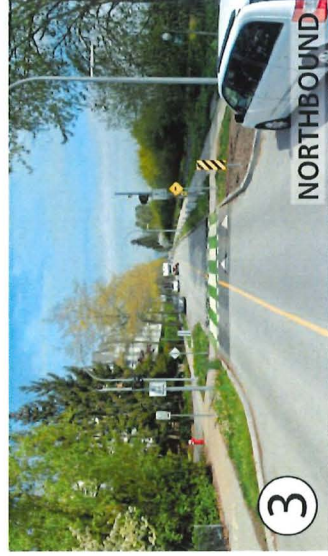
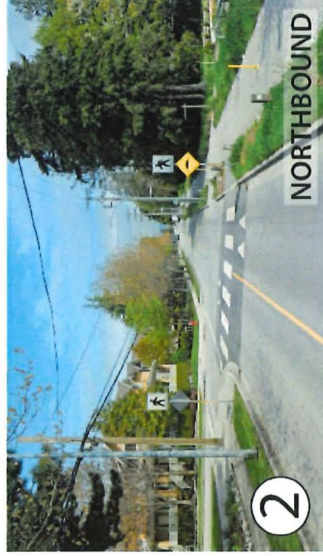
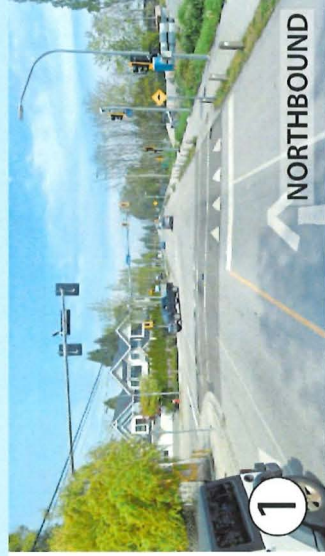


Lowering Speed Limits

| Speed Limit | Traffic Movement (travel time) | Safety* (~collision survivability) | Considerations |
|---|--------------------------------|------------------------------------|--|
|  | 100 seconds | 10% | <ul style="list-style-type: none"> • Default MVA speed limit • Appropriate for major streets carrying large amounts of traffic with dedicated sidewalks and cycling facilities |
|  | 125 seconds | 50% | <ul style="list-style-type: none"> • Balances efficiency and safety for higher volume collector-type roads • More appropriate for roads with fewer cyclists |
|  | 160 seconds | 90% | <ul style="list-style-type: none"> • Supported by Vision Zero & Transport 2050 for local roads and roads shared with cyclists • Consistent with school zone and playground speed limit |

*Wramborg's model for fatality probability vs. vehicle collision speed

No. 2 Road



- Existing Traffic Calming Measures south of Moncton Street.

Vehicle Speeds:

Average = 37 km/h

85th Percentile = 46 km/h

Lower Speed Limit Considerations

No. 2 Road:

- Consult with adjacent multi-family residences to assess level of support and report back to Council.

Dyke Road:

- Consulted with London/Princess neighbourhood in October 2024.
- Speed cushions approved by Council in February 2025, will be installed Q2 when weather permits.
- Dyke Road to east has few adjacent properties.
- Can broaden public engagement.



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: February 26, 2025

From: Lloyd Bie, P.Eng.
Director, Transportation

File: 10-6450-10-01/2025-
Vol 01

Re: Review of Roads Near the South Dyke Trail

Staff Recommendation

That staff monitor the traffic operations and community feedback regarding vehicle speed on Dyke Road as described in the staff report titled "Review of Roads Near the South Dyke Trail", dated February 26, 2025 from the Director, Transportation.

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

| REPORT CONCURRENCE | | |
|-----------------------------------|-------------------------------------|---------------------------------------|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Parks Services | <input checked="" type="checkbox"/> | |
| Engineering | <input checked="" type="checkbox"/> | |
| Climate and Environment | <input checked="" type="checkbox"/> | |
| SENIOR STAFF REPORT REVIEW | INITIALS: | APPROVED BY CAO |

Staff Report

Origin

At the May 28, 2024 Parks, Recreation & Cultural Services Committee, staff received direction to:

Investigate the feasibility and cost to establish a single or bi direction cyclist lane from the Dyke on No. 3 Road, north to Finn Road, east on Finn Road to Garden City Road, south on Garden City Road to Dyke Road with the current speed limit of 50 km/hr and at the proposed reduced 30 km/hr speed limit; and

Investigate the process to reduce the motor vehicle speed to 30km/h along Dyke Road from No.2 Road to No.5 Road

This report addresses this referral.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.

Analysis

Review of Cycling Facilities near the Bark Park

The cycling facilities near the Bark Park offer a mix of off-and on-street cycling routes. The South Dyke trail provides a gravel off road path for recreational cyclists near the waterfront. The adjacent road network via No. 3 Road, Finn Road and Garden City Road provides a shared roadway for cyclists as a bypass around the Bark Park (Figure 1).



Figure 1: Cycling Facilities near the Bark Park

Cycling data¹ indicates that the roads around the Bark Park (No. 3 Road, Finn Road and Garden City Road) are popular amongst road cyclists and cycling clubs. An average of 150 cyclists use these roads daily. In comparison, the off-road path through the Bark Park experiences approximately 25 cyclists a day.

A traffic assessment of these roads does not warrant any operational changes. The latest 5-year ICBC collision data does not indicate any collisions on these roads and a speed study did not identify any speeding issues.

Review of Potential On-Street Cycling Facilities

The sections of No. 3 Road, Finn Road and Garden City Road near the Bark Park are all classified as local roads designed to rural standards. Cycling upgrades to these sections of No. 3 Road, Finn Road and Garden City Road are not identified in the City’s Cycling Network Plan Update as a 15-year priority. As well, upgrades to these roads, including cycling facilities are not part of the Roads DCC program. From a transportation capacity perspective, the current operation of these roads do not warrant geometric alterations due to the low traffic volumes.

The addition of cycling facilities would require road widening as the existing pavement width of these roads is narrow and does not facilitate the delineation of bikes lanes. The considerations of implementing dedicated cycling facilities by widening No. 3 Road, Finn Road and Garden City Road (2.3 kilometres) were studied and are described below.

¹ Data was obtained from fitness tracking service 2020 Strava.

Riparian Management Area Considerations

These sections of No. 3 Road, Finn Road, and Garden City Road are adjacent to channelized watercourses that are part of the City's Riparian Management Areas network. Although there is space for potential road widening, this would require infilling of the existing watercourses. Any infilling activities require federal and provincial approvals, including compensating for the loss of habitat. Any proposed changes and impacts within these watercourses need to be further analyzed and understood through additional studies. The additional costs associated with environmental permitting and compensation for infilling would need to be pursued as part of any further consideration of cycling facilities adjacent to these roads. To assess these costs, a detailed investigation of the existing habitat assets, including identifying potential compensation sites, would need to be undertaken. An environmental study was not included as part of this conceptual review.

Multi-Use Pathway

The provision of a three metre multi-use pathway installed adjacent to the roadways (Figure 2) was considered. This type of facility would permit two-way cyclists on a shared pathway with pedestrians.

The pathway would be separated from traffic running along one side of the roadway. The major components of construction include watercourse infill, pavement widening, lighting, fire hydrant and utility pole relocations. The estimated cost for this work is \$12M (excluding watercourse permitting and compensation).



Figure 2: Concept of Typical MUP Section

Bike Lanes

Dedicated 1.8 metre wide bike lanes adjacent to each direction of travel were considered (Figure 3).

The major components of construction would include watercourse infill on both sides of the road, pavement widening on both sides of the road, lighting and fire hydrant relocations. The estimated cost for this option is \$21M (excluding watercourse permitting and compensation).



Figure 3: Concept of Typical Bike Lane Section

Status Quo

The traffic assessment conducted on No. 3 Road, Finn Road and Garden City Road does not warrant any operational or geometric changes to these roads.

Staff recommend maintaining the existing road configuration and speed limit of 50 km/h for the roads around the Bark Park. Cycling enhancements for No. 3 Road, Finn Road and Garden City Road are not identified as a 15-year priority in the City's Cycling Network Plan Update. Road

widening to facilitate dedicated cycling facilities will have significant cost and environmental considerations.

Review of Speed Limits

Travel speeds are the main factor in how serious a crash will be and whether a crash occurs at all. The faster a vehicle travels, the less time a driver has to react to the unexpected.

Reductions in vehicle speeds can have a very significant influence on the severity of crashes and injuries, particularly those involving vulnerable road users (VRUs) such as pedestrians and cyclists. Research indicates that vulnerable road users suffer much more serious injuries when struck by high-speed vehicles than when struck by vehicles travelling at 30 km/h or slower. This is consistent with the recommendations of Transport 2050 and Vision Zero which advocate for a reduced speed limit of 30km/h on local streets. A lower posted speed limit on local streets is also considered to make the streets more comfortable for pedestrians and cyclists.

Changing driver behaviour by reducing posted speed limits on neighbourhood roads is undertaken through a community driven process. In 2024, a 30 km/h speed limit was introduced in the Hamilton and Steveston neighbourhoods based on resident support. Staff continue to engage with residents regarding speed management on residential neighbourhood streets on a request basis.

Speed Limit on Dyke Road

The posted speed limit on Dyke Road (No. 2 Road to No. 5 Road) is 50 km/h which is the default speed limit of roads in Richmond (Figure 4). Dyke Road is classified as a local road designed to rural standards. The road is also part of the City's cycling network identified as a shared roadway.



Figure 4: Dyke Road (No. 2 Road to No. 5 Road)

Dyke Road – London Road to No. 3 Road

Staff engaged with the London/Princess neighbourhood to address resident concerns regarding speeding on Dyke Road. The recommended speed mitigation measures based on community support were considered at the Regular Council Meeting of January 27, 2025.

The posted speed limit reduction from 50 km/h to 30 km/h on London Road, Princess Lane and Princess Street and the implementation of traffic calming measures on Dyke Road were endorsed by Council. The recommendation to reduce the speed limit on Dyke Road from London Road to No. 3 Road, as supported by area residents, was referred back to Public Works and Transportation Committee.

The traffic calming measures on Dyke Road near London Landing and the 30km/h posted speed limit signs within the neighbourhood will be implemented in Q2 2025.

Recommendation: Monitor vehicle speeds post installation of the traffic calming measures on Dyke Road. This will also allow opportunity to receive any feedback from the community regarding changes to vehicle speeds on Dyke Road.

Dyke Road – No. 4 Road to No. 5 Road

Other than the London/Princess neighbourhood, staff have not received requests from the public regarding speeding concerns on the eastern section of Dyke Road. A traffic assessment of this section of Dyke Road does not warrant changing the speed limit. There were 8 collisions identified in ICBC's latest 5-year collision record and no collisions involved vulnerable road users. The speed study indicates 85% of the traffic is travelling below 59 km/h on this section of Dyke Road.

Recommendation: Maintain the existing 50 km/h speed limit on the section of Dyke Road from No. 4 Road to No. 5 Road.

Review of No. 2 Road – Moncton Street to London Road

The section of No. 2 Road south of Moncton Street is road is classified as a collector road. Existing traffic calming measures include the provision of three raised crosswalks (Figure 5).

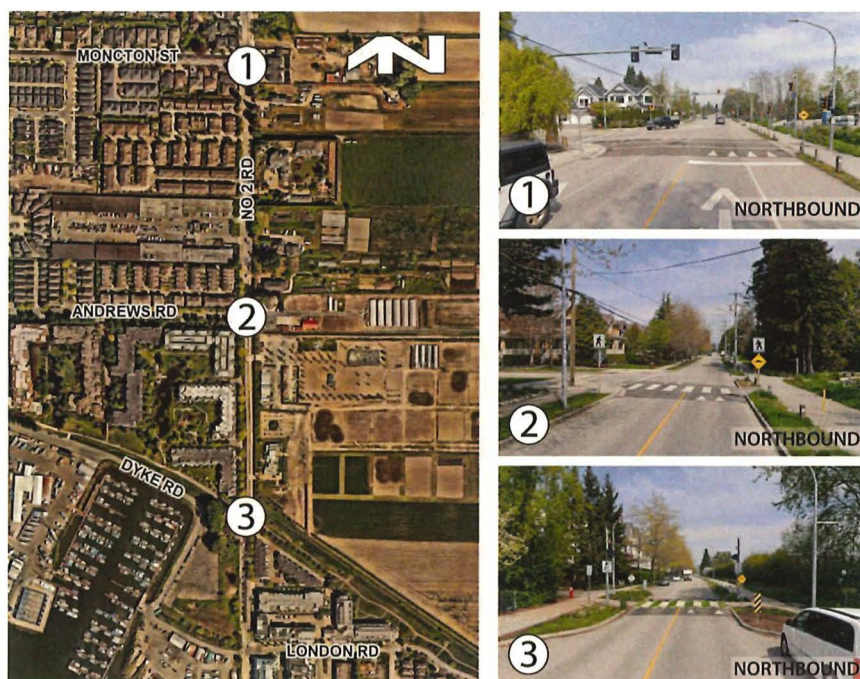


Figure 5: No 2 Road (South of Moncton Street)

A speed and collision study did not indicate any operational or safety concerns on this road with 85% of vehicles travelling at or below 46 km/h.

Recommendation: Should Council wish to pursue lowering the posted speed limit on this section of No. 2 Road, staff recommend engaging with the area residents to seek the level of support.

Financial Impact

None.

Conclusion

Staff assessed the feasibility of installing dedicated cycling facilities by widening the roadways surrounding the South Dyke Trail: No. 3 Road, Finn Road and Garden City Road. Implementing a multi-use pathway or separated bike lanes would cost an estimated \$12M and \$21M, respectively. In addition, there would be significant Riparian Management Area implications and habitat compensation related to changing the nearby watercourses. As upgrades to these roads were not identified in the City Cycling Network Plan Update and no operational concerns have been identified, staff do not recommend implementing changes.

Implementation of speed mitigation measures on local streets is a community driven process. A traffic assessment was conducted on Dyke Road, No. 3 Road, Finn Road and Garden City Road and No. 2 Road. The speed and collision data do not warrant any changes to the existing speed limit on these roads.

February 26, 2025

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Traffic calming measures on the section of Dyke Road near London Landing as supported by area residents and approved by Council in January 2025 will be implemented this spring. Monitoring of vehicle speeds and community feedback post installation will be undertaken to receive any comments from the London Landing neighbourhood regarding vehicle speeds on Dyke Road.

Should Council wish to pursue a lower speed limit on No. 2 Road, staff will engage with area residents to seek the level of support.



Sonali Hingorani, P. Eng.
Manager, Transportation Planning and New Mobility
(604-247-4049)

SH:ck






To: Public Works and Transportation Committee **Date:** February 13, 2025
From: Lloyd Bie, P.Eng.
Director, Transportation **File:** 02-0745-01/2025-Vol
01
Re: **Recommendation to Award Contract 8398Q - Supply and Installation of
Conduits and Water Service Pipes using Trenchless Technology and Other
Related Civil Works**

Staff Recommendations

1. That Contract 8398Q - Supply and Installation of Conduits and Water Service Pipes using Trenchless Technology and Other Related Civil Works be awarded to Ulmer Contracting Limited for an initial three-year term estimated at \$7,653,189 exclusive of taxes, as described in the staff report titled “Recommendation to Award Contract 8398Q – Supply and Installation of Conduits and Water Service Pipes using Trenchless Technology and Other Related Civil Works” dated February 13, 2025, from the Director, Transportation;
2. That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to extend the initial three-year term, up to the maximum total term of five years, for the maximum total amount of \$13,144,353 exclusive of taxes, as described in the staff report titled “Recommendation to Award Contract 8398Q – Supply and Installation of Conduits and Water Service Pipes using Trenchless Technology and Other Related Civil Works” dated February 13, 2025, from the Director, Transportation; and
3. That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the contract with Ulmer Contracting Limited.

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

| REPORT CONCURRENCE | | |
|---|---|--|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Finance Department | <input checked="" type="checkbox"/> |  <hr/> |
| Engineering | <input checked="" type="checkbox"/> | |
| Facility Services and Project Development | <input checked="" type="checkbox"/> | |
| Public Works | <input checked="" type="checkbox"/> | |
| Purchasing | <input checked="" type="checkbox"/> | |
| SENIOR STAFF REPORT REVIEW | INITIALS: | APPROVED BY CAO |
| |  |  <hr/> |

Staff Report

Origin

Contract 8398Q (*Supply and Installation of Conduits and Water Service Pipes Using Trenchless Technology and Other Related Civil Works*) uses horizontal directional drilling methods (trenchless technology) to supply and install electrical and fibre communications conduit, junction boxes, vaults, concrete pole bases, controller bases and UPS bases, water service pipes and other related civil and electrical works. The current contract between the City and Ulmer Contracting Limited expired on October 31, 2024 and is being extended on a month-to-month basis.

Following the completion of a Request for Quotations to identify a qualified civil contractor, staff recommend that Ulmer Contracting Limited be awarded the new contract.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

2.4 Enhance Richmond's robust transportation network by balancing commercial, public, private and active transportation needs.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

Community safety and preparedness through effective planning, strategic partnerships and proactive programs.

3.4 Ensure civic infrastructure, assets and resources are effectively maintained and continue to meet the needs of the community as it grows.

Analysis

Use of Trenchless Technology by the City

The scope of the contract includes the supply and installation of electrical and fibre communications conduit, junction boxes, vaults, concrete pole bases, controller bases and UPS bases, water service pipes and other related civil and electrical works.

Trenchless technology involves drilling a horizontal bore path, allowing for accurate utility placement without extensive surface excavation. This methodology helps maintain service levels on City roads. Other methods for placing conduits involve the use of heavy machinery or use large excavations that impact traffic operations and reduce the level of service to the public during the installation process.

Procurement Process

A competitive procurement process was undertaken to identify the most qualified and experienced contractor to supply and install conduits and water service pipes using trenchless technology and other related civil works. The scope of the contract includes the supply and installation of electrical and fibre communications conduit, junction boxes, vaults, concrete pole bases, controller bases and UPS bases, water service pipes and other related civil and electrical works. The contract term will be for three years with the option to renew for an additional two years to a maximum of five years in total.

A Request for Quotation (RFQ) was posted on Bids & Tenders by the City on November 22, 2024. Two submissions were received from Ulmer Contracting Limited and Trans Canada Trenchless Limited. The submission from Trans Canada Trenchless Limited did not meet the following required qualifications set out in the RFQ:

- The Contractor does not have a minimum 5 years knowledge or experience working with traffic signal systems, electrical and communications conduit using trenchless technology methods.
- The Contractor has not provided a valid Electrical Contractor's License.
- The Contractor has not demonstrated current and/or past projects that reference work in traffic signal system installations. All past projects reference work with watermain and water service installations.
- The Contractor has failed to submit pricing on several materials and labour unit rates.
- The Contractor has referenced work to be undertaken by sub-contractors however has failed to list any sub-contractors in their proposal.

Since the proposal did not satisfy the above requirements, the submission from Trans Canada Trenchless was disqualified.

The RFQ advised bidders that the City would base its selection of a contractor primarily on financial considerations, requiring bidders to propose fixed pricing for the first three years and for two additional one-year terms. Bidders were also required to provide information on their experience, qualifications, personnel and references to perform the required work.

The submission from Ulmer Contracting Limited met the operational requirements described in the RFQ. Ulmer Contracting is a BC owned company with a history of providing quality and reliable service for the City of Richmond. Staff are therefore recommending the City enters into a new long-term contract with Ulmer Contracting Limited based on the rates proposed.

Financial Impact

The proposed contract will be funded from various Capital projects which were approved by Council under the Consolidated 5 Year Financial Plan (2025 – 2029). The amount of \$7,653,189 is estimated for the initial three-year term. The actual work will be defined and issued on an “as required” basis.

Table 1 provides an estimated value of the contract by City department for Year 1 to Year 3.

Table 1: Estimated Value of Contract by Department for Year 1 to Year 3

| Department | Value | Percentage |
|---|--------------------|---------------|
| Transportation - Traffic Signals | \$3,596,999 | 47.0% |
| Water Services | \$1,798,499 | 23.5% |
| Sanitary Sewer Operations | \$1,798,499 | 23.5% |
| Facility Services and Project Development | \$459,192 | 6.0% |
| Total | \$7,653,189 | 100.0% |

The projected total cost for Contract 8398Q is outlined in Table 2 below, estimated at \$7,653,189 for the initial three-year term and \$13,144,353 for the maximum five-year term. A 10% contingency has been included to allow for growth over the contract term.

Table 2: Breakdown of Costs Per Year Including Contingency

| Contract Year | Estimated Total Cost |
|--|----------------------|
| Year 1 (2025 - 2026) | \$2,319,148 |
| Year 2 (2026 - 2027) | \$2,319,148 |
| Year 3 (2027 - 2028) | \$2,319,148 |
| Contingency 10% | \$695,745 |
| Subtotal: Initial Three-Year Term | \$7,653,189 |
| Optional Year 4 (2028 - 2029) – Includes 5% increase on all unit rates | \$2,435,106 |
| Optional Year 5 (2029 - 2030) – Includes 5% increase on all unit rates | \$2,556,861 |
| Contingency 10% | \$499,197 |
| Subtotal: Two-Year Extension | \$5,491,164 |
| Total | \$13,144,353 |

Conclusion

Ulmer Contracting Limited has been the City’s trenchless drilling contractor since 2004 and has provided the City with quality and cost-effective services. Staff recommend that Contract 8398Q be awarded to Ulmer Contracting Limited and that the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to execute the contract and that staff be authorized to extend the contract for the final two years of the five-year contract.



Bill Johal
 Supervisor, Traffic Signal Systems
 (604-276-4298)

BJ:ck