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## CITY OF KELOWNA

# MEMORANDUM

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**Date:** May 23, 2002  
**File No.:** 5340-07 & 5400-20  
**To:** City Manager  
**From:** Ron Westlake, Transportation Manager  
**Subject:** **Proposed Byrns Road Improvements – Sewer Trunk Project**

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### **RECOMMENDATION**

THAT Council approve the upgrading of Byrns Road in conjunction with the installation of a trunk sanitary sewer in 2002, including realignment and addition of bike lanes on both sides between Burtch Road and Benvoulin Road:

AND THAT Council approve the reallocation of \$120,000 from the 2002 Bike Facilities capital budget allocation (Glenmore Road shoulder widening) to construct the proposed bike lanes along Byrns Road;

AND FURTHER THAT Council approve a budget amendment for 2002 to allocate \$202,000 from the Rural Roads reserve to cover the relocation of Byrns Road to match its proper alignment within the existing road right-of-way.

### **Background**

The 2002 Budget includes funding for the installation of a major trunk sanitary sewer commonly referred to as the Byrns/Baron trunk. This project is now in the detailed design phase and consideration must be given to the extent of surface restoration. The design consultant has advised staff that the western end of the existing alignment of Byrns Rd is not centered within the road right-of-way and is requesting direction from the City as to whether to realign it accordingly. The installation of the trunk sanitary sewer provides the City with an opportunity to complete the realignment with partial savings from the surface restoration required of the sewer trenching.

Some Council members have also requested staff to consider adding bike lanes on both sides of Byrns Road with the sewer trunk installation. The current alignment of the roadway however doesn't support bike lanes without encroaching on private property. The realignment of the road within the existing right-of-way would allow for the bike lane construction without encroaching on private property.

The cost to realign Byrns Road in conjunction with the sewer trunk project and install bike lanes is estimated at \$322,000. The incremental cost of the additional bike lanes included in this amount is \$120,000. If the realignment and addition of bike lanes were done later, independent of the sewer trunk project, the estimated cost would be \$391,000 (2002 dollars).

It is therefore considered timely to correct the misalignment of the roadway in conjunction with the sewer trunk installation. As this is one of the roads that the City took over as part of the provincial Rural Road

program, funding for this is proposed from the Rural Roads Reserve. In order to construct the bike lanes, a reallocation of funding from the Glenmore Road shoulder-widening project is proposed. That project would then be deferred to another year.

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Ron Westlake, P.Eng.  
Transportation Manager

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John Vos, P.Eng.  
Director of Works & Utilities

RWW/ms

cc: Deputy Director of Finance  
TDM Supervisor