
CITY OF KELOWNA

MEMORANDUM

Date: April 6th, 2005
File No.: 5460-04 & 5400-20

To: City Manager

From: Transportation Manager

Subject: **Proposed Byrns/Burtch/Guisachan Roundabout**

RECOMMENDATIONS

THAT the 2005 Financial Plan be amended for the Byrns/Burtch/Guisachan Roundabout to include:

- \$100,000 for trunk sewer installation with funding from the Wastewater Trunks A DCC reserve;
- \$129,000 for civil works and landscaping with funding transferred from existing 2005 budgets for bicycle lanes (\$40,000), replacing taxation funding for Kent Road with Developer Contributions received (\$75,000) and delaying other safety and operational improvements until next year (\$14,000);

AND THAT R & L Excavating be awarded the contract to undertake the project.

BACKGROUND

The realignment of Guisachan Road to tie directly into east-west Byrns Road at Burtch Road has been in the City's road plans for many years. This realignment will create a new 4-leg intersection to replace the existing 3-leg intersection at Burtch/Guisachan Road and the sharp corner on Byrns Road. In 2004 the City's consultants prepared a preliminary design for a roundabout at the future 4-leg intersection. This was seen as a desirable solution to improve safety, provide smooth traffic flow and slow traffic down as it enters the residential area west of Byrns Road.

The road works associated with the Guisachan realignment and the creation of a 4-leg intersection with stop control was the responsibility of the adjacent Developer, who is constructing the realigned portion of Guisachan Road and providing a limited width roadway south of the intersection to access his development. This new road south of the intersection is the first phase of construction of the future extension of Burtch Road to KLO and Benvoulin Road.

At preliminary design stage, the additional cost of constructing the roundabout, over and above the cost of a simple 4-leg intersection which met the Developer's obligations in terms of the Subdivision By-Law, was estimated at \$150,000. This budget was approved under Transportation Division's Safety and Operating Improvements budget for 2005.

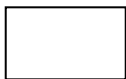
At final design stage it became apparent that the scope of the project required significant additions to cover property acquisition, changes to services, landscaping, and additional cycle

pathways through the intersection area. In respect of services, the most significant item is the early installation of 60m of a major trunk sewer to avoid having to impact the new roadway when installation of the trunk sewer proceeds within the next few years.

The adjacent developer, Sandpiper Developments Ltd, had already awarded a contract to R & L Excavating, and wishes to proceed with paving of the roads at the earliest possible date (his planned schedule had been to pave as soon as the asphalt plants opened in mid-April). Given the urgency, and the complexity if more than one contractor was involved in this project, the City invited R & L to submit a quotation for the additional work involved in constructing the roundabout. This quotation has been reviewed to confirm that the unit prices are acceptable when compared with rates for other recent projects. The City has published a Notice of Intent indicating the intention to award this work to R & L without a formal tender process. No objections had been received at the time of writing (closing date April 8th, 2005) and approval is sought to appoint R & L Excavating to undertake this work.

Staff is requesting approval of additional funding of \$100,000 for trunk sewer installation, with funding from the Wastewater Trunks A DCC reserve, and \$129,000 for civil works and landscaping, with funding from existing 2005 budgets. It is proposed that the completion of the \$40,000 bike lane on the north side of Guisachan Road from Wilkinson Road to Gordon Drive be delayed until 2006 and undertaken together with urbanization and widening required to complete the full upgrades to Guisachan Road between Burtch Road and Gordon Drive. An additional \$75,000 of taxation funding is available from the Kent Road project by replacing it with developer contributions that have been received for that road. The remaining \$14,000 can be acquired from the existing budget for safety and operational improvements.

Ron Westlake, P.Eng.
Transportation Manager



Approved for inclusion:
John Vos
Director of Works & Utilities

cc. Keith Grayston
Financial Planning Manager