



COUNCIL REPORT

To: Mayor and Council

Date: May 13, 2025

From: Ron Bowles, Chief Administrative Officer

File No: 5330-20-54

Subject: **Old Okanagan Highway and Butt Road Improvements Contract Award**

Report Prepared by: Trevor Paille, Engineering Technologist II

Report Reviewed by: Brent Magnan, Director of Community Development

RECOMMENDATION:

THAT Council authorize staff to proceed with the award of the Old Okanagan and Butt Road Intersection Improvements construction contract to BC General Contracting Inc.

STRATEGIC AREA(S) OF FOCUS

Invest in Infrastructure – We will invest in building, improving and maintaining infrastructure to meet the needs of, and to provide a high quality of life for, current and future generations.

BACKGROUND

The Old Okanagan Highway and Butt Road intersection (the intersection) is the only signalized intersection in West Kelowna under the City of West Kelowna's (the City) jurisdiction. It is associated with the highest collision cost of all intersections in the City.

The design of an enhanced intersection including additional turning lanes, sidewalks, and bike lanes on both Old Okanagan Highway and Butt Road was completed in 2024. In total, the enhanced intersection will include:

- Additional left turn lanes in all directions with permissive left turns.
- One additional right turn lane westbound on Butt Road.
- 350m of new concrete sidewalk (replacing 95m of asphalt path).
- 640m of dedicated bike lanes.

- 174m of new watermain to replace aging pipe.
- Drainage improvements at the southwest corner where high flows in Westbank Creek have resulted in damage to City infrastructure and private property.



Figure 1 - 3D Rendering of the designed intersection improvements facing east showing additional turning lanes, bike lanes, sidewalk, and Westbank Creek in the bottom right.

DISCUSSION

The City received one construction contract proposal from BC General Contracting Inc (BCGC) for \$3,240,103.16 in response to a Request for Proposals that closed April 29th. The project has an available budget of \$2.90 million.

To better harmonize the proposed construction costs and available budget, the City staff are primarily working with BC General on refining the scope and construction requirements for cost savings with a focus on efficiencies in traffic management. Secondly, lower-than-expected pricing was received on the recently tendered Horizon Drive Pedestrian Improvements. Staff propose applying the cost savings in the Pedestrian Improvement reserves to the pedestrian improvements on Butt Road that are included in the intersection construction contract. In combination with the value engineering, use of the pedestrian improvement funding would cover the difference in project funding and allow for a 10% project contingency.

Project Partners

The City shares ownership and responsibility for the intersection with Westbank First Nation and, by extension, the Ministry of Transportation and Transit (MoTT). Both Westbank First Nation and MoTT have been consulted throughout the design and procurement process, ensuring that the needs of all parties are met by the design and construction contract. As part owners, MoTT has agreed to contribute \$600 thousand to the project. This funding is included in the available budget total above.

Project Schedule

BCGC is ready to begin construction of the intersection improvements before the end of May with and has submitted a preliminary schedule with completion of the works proposed for fall 2025.

Construction Impacts & Communications

One full closure of the intersection lasting multiple weeks is expected while crews install deep utilities in the intersection. To accomplish this, traffic on Old Okanagan Highway will need to be detoured to Elliott Road via Reece Road and Bering Road within the City; and, Bering Road, Louie Drive and Old Okanagan Highway within Westbank First Nation (refer to the road map in Figure 2 below).

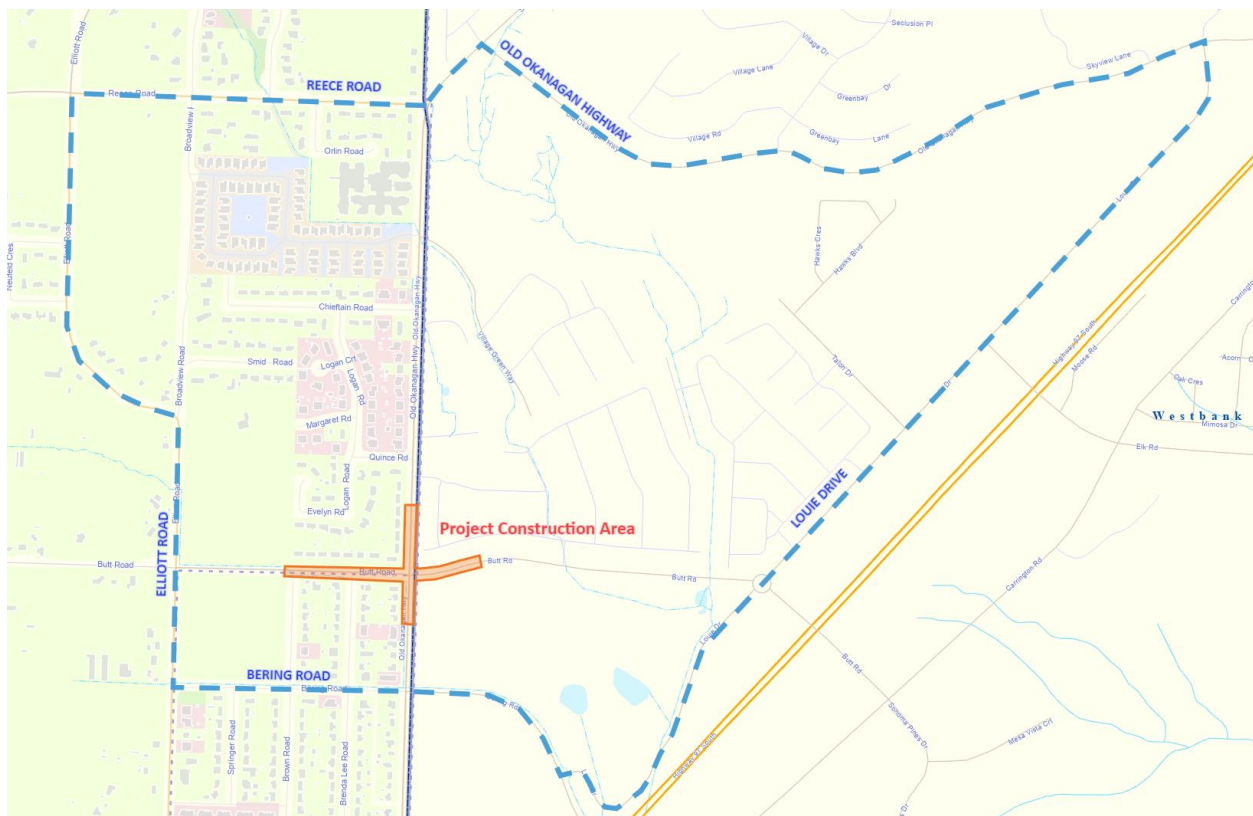


Figure 2 - Road map showing the project construction area with traffic detour routes marked around the work area.

Additional traffic control measures are expected to be implemented to allow these roads to safely function as detour routes. Lane closures requiring traffic control personnel are also expected during the project construction.

Staff are currently working with BCGC to finalize the details of the traffic management plan including the detour start date and duration, and communications requirements.

To keep the community informed about upcoming intersection improvements at Butt Road and Old Okanagan Highway, regular construction updates will be provided before and throughout all stages of the project.

The City is collaborating with Westbank First Nation to ensure information is effectively communicated to the entire Greater Westside community.

A detailed communications plan is being developed. A key component of this plan will be notifying affected property owners, including businesses, through a letter outlining the project's design and construction schedule.

To ensure ongoing communication at key stages of construction, a variety of outreach methods will be used, including:

- **Print:** Advertisements in local newspapers, pre-construction notification letters, news releases, and traffic advisories.
- **Digital:** A dedicated project webpage at OurWK.ca, reciprocal links on the City website, timely eNews updates for subscribers, social media updates across all City channels, and electronic message boards around the intersection.
- **Community Engagement:** Direct outreach to key groups, including Westbank First Nation, our neighbourhood and community associations, Greater Westside Board of Trade, business operators, and other community stakeholders.

The City will continuously monitor communications and engagement efforts, adjusting outreach strategies as needed throughout the duration of the project.

FINANCIAL IMPLICATIONS

Project Funding		Expected Project Costs	
Design (2022 Budget)	\$ 150,000	Consulting	\$ 480,000
Construction (2023 Budget)	\$ 2,750,000	Utilities	\$ 300,000
MoTT Contribution	\$ 600,239	BC General Bid	\$ 3,240,103.16
Pedestrian Reserves	\$ 849,761	Contingency	\$ 329,896.84
Total	\$ 4,350,000	Total	\$ 4,350,000

Based on the current project funding and expected project costs, \$849,761 in funding is required to proceed with the construction contract. Staff propose to fund the difference with the Pedestrian Improvements Program budget due to cost savings encountered on

recent Pedestrian Improvement projects. The Pedestrian Improvements budget has sufficient funding available.

CONCLUSION

BCGC has successfully constructed high-impact projects for the City in recent years including the Boucherie Road Multi-Use Pathway and the Shannon Lake Road Active Transportation Corridor. Urban Systems Ltd, the City's engineering consultant and contract administrator for the project, found BCGC's proposal to be acceptable and highlighted their history of successfully delivering similar projects.

With one proposal received that is not within the project budget, City Council authority is required for the award of the contract in accordance with the Purchasing Policy.

Alternate Recommendation:

THAT Council direct staff not to proceed with the award of the construction contract.

Powerpoint: Yes ☒ No ☐