

Appendix

B

Recommended
Improvement
Costs and Scores

Improvement Costs

ID	Improvement Type	Roadway	Recommended Facility	Road Classification	Limits	Traffic Volume (AADT)	Speed (posted)	Evaluation Criteria (points)							Unit	Price Schedule	Unit	Unit Cost	Improvement Category	Phasing	Growth-Related %	Construction Cost	EA Class	EA Cost	Total Cost	DC Applicable Cost	Community Applicable Cost	Responsibility
								Incline	Access to Major Destinations	Crossing Barriers	Network Connectivity	Pop Density	Total															
1	Cycling	Coldwater Street	Protected Bike Lane	Arterial	Front Street on the East to Collegiate Street on the West	10,900	50	10	25	0	24	10	69	1.8	3	Linear Km	\$ 12,170	Minor Addition	Short-Term	33%	\$ 21,363	A+	\$ -	\$ 21,363	\$ 7,050	\$ 14,313	City	
2	Cycling	Fittons Road West	Protected Bike Lane	Arterial	West Street on the East to Park Street on the West	9,300	50	10	25	0	25	10	70	2.3	5	Linear Km	\$ 382,430	Rehab Addition	Short-Term	0%	\$ 887,426	A+	\$ -	\$ 887,426	\$ -	\$ 887,426	City	
3	Cycling	Park Street	Painted Bike Lane	Collector	Fittons Street on the North to Coldwater Street on the south	4,000	50	10	25	0	25	10	70	1.2	4	Linear Km	\$ 253,600	Rehab Addition	Short-Term	0%	\$ 309,739	A+	\$ -	\$ 309,739	\$ -	\$ 309,739	City	
4	Cycling	Matchedash Street North	Signed Route	Local	North Street in the North to Coldwater Street in the South	1,000	50	10	25	0	22	10	67	1.0	1	Linear Km	\$ 3,550	Minor Addition	Mid-Term	33%	\$ 3,550	A+	\$ -	\$ 3,550	\$ 1,172	\$ 2,379	City	
5	Cycling	Matchedash Street South	Protected Bike Lane	Local	Coldwater Street in the north to King Street in the south	1,000	50	10	25	-	22	10	67	0.6	5	Linear Km	\$ 382,430	Rehab Addition	Mid-Term	33%	\$ 229,458	A+	\$ -	\$ 229,458	\$ 75,721	\$ 153,737	City	
6	Cycling	Monarch Drive	Protected Bike Lane	Arterial	Highway 12 on the North to West Ridge Boulevard on the South	7,500	50	10	25	30	4	10	69	0.4	5	Linear Km	\$ 382,430	Rehab Addition	Short-Term	75%	\$ 170,098	A+	\$ -	\$ 170,098	\$ 127,573	\$ 42,524	City	
7	Cycling	Memorial Avenue	Protected Bike Lane	Arterial	Barrie Road on the North to Highway 12 on the South	14,400	50	10	25	15	16	10	66	0.8	5	Linear Km	\$ 382,430	Minor Addition	Mid-Term	75%	\$ 303,824	A+	\$ -	\$ 303,824	\$ 227,868	\$ 75,956	City	
8	Cycling	Coldwater Road / Highway 12	Protected Bike Lane	Arterial	Collegiate Drive on the East to Murphy Drive on the West	15,000	50	10	25	30	10	10	75	1.1	5	Linear Km	\$ 382,430	Minor Addition	Short-Term	33%	\$ 425,976	A+	\$ -	\$ 425,976	\$ 140,572	\$ 285,404	City	
9	Cycling	Fittons Road West / Westmount Drive North	Protected Bike Lane	Arterial	Park Street on the North to Coldwater Street on the south	5,700	50	10	25	0	6	10	51	1.3	5	Linear Km	\$ 382,430	Rehab Addition	Mid-Term	0%	\$ 487,596	A+	\$ -	\$ 487,596	\$ -	\$ 487,596	City	
10	Multi-Use Path	Highway 12 By-Pass / Old Barrie Road	Multi-Use Path	Arterial	West Street on the East to Line 15 On the West	15,000	80	10	0	0	23	10	33	4.3	7	Linear Km	\$ 380,410	Capital Investment	Mid-Term	33%	\$ 1,640,146	B	\$ 380,410	\$ 2,020,556	\$ 666,783	\$ 1,353,772	City	
11	Cycling	West Street South	Protected Bike Lane	Arterial	King Street on the North to Highway 12 on the South	11,300	50	10	25	30	25	10	100	1.4	5	Linear Km	\$ 382,430	Rehab Addition	Short-Term	50%	\$ 544,365	A+	\$ -	\$ 544,365	\$ 272,183	\$ 272,183	City	
12	Multi-Use Path	Stone Ridge Boulevard	Multi-Use Path	Arterial	West Ridge Boulevard on the East to Line 15 on the West	700	50	10	25	0	7	10	42	1.4	7	Linear Km	\$ 380,410	Capital Investment	Long-Term	100%	\$ 526,463	A+	\$ -	\$ 526,463	\$ 526,463	\$ -	City	
13	Multi-Use Path	Murphy Road	Multi-Use Path	Arterial	Burnside Line on the North to Highway 12 on the South	1,200	50	10	25	30	2	10	67	2.6	7	Linear Km	\$ 380,410	Capital Investment	Long-Term	100%	\$ 1,002,580	A+	\$ -	\$ 1,002,580	\$ 1,002,580	\$ -	City	
14	Multi-Use Path	Progress Drive	Multi-Use Path	Local	Ontario Street on the East to Woodland Drive Multi Use Path in the West	800	50	10	25	0	14	10	49	1.2	7	Linear Km	\$ 380,410	Capital Investment	Long-Term	50%	\$ 455,776	A+	\$ -	\$ 455,776	\$ 227,888	\$ 227,888	City	
15	Multi-Use Path	Woodland Drive	Multi-Use Path	Arterial	Progress Drive in the North to City Limits in the South	1,200	50	10	0	0	11	10	21	2.3	7	Linear Km	\$ 380,410	Capital Investment	Long-Term	100%	\$ 872,679	A+	\$ -	\$ 872,679	\$ 872,679	\$ -	City	
16	Multi-Use Path	Mississauga Street West	Multi-Use Path	Arterial	Highway 12 in the North to Progress Drive Multi use path in the South	4,100	50	10	25	15	6	10	66	0.7	7	Linear Km	\$ 380,410	Capital Investment	Long-Term	100%	\$ 255,937	A+	\$ -	\$ 255,937	\$ 255,937	\$ -	City	
17	Multi-Use Path	Unnamed Multi Use Path Connection	Multi-Use Path	Local	Woodland Drive on the East to Memorial Avenue in the West	N/A		10	25	0	7	10	42	0.9	7	Linear Km	\$ 380,410	Capital Investment	Long-Term	100%	\$ 347,516	A+	\$ -	\$ 347,516	\$ 347,516	\$ -	City	
18	Multi-Use Path	Waterfront Multi Use Path	Multi-Use Path	Local	West Street S on the East to Memorial Ave on the West	N/A		10	25	15	12	10	62	2.4	8	Linear Km	\$ 355,040	Capital Investment	Mid-Term	33%	\$ 861,829	B	\$ 380,410	\$ 1,242,239	\$ 409,939	\$ 832,300	City	
19	Multi-Use Path	Unnamed Multi Use Path Connection	Multi-Use Path	Local	Atlantis Drive on the East to Line 15 in the West	1,100	50	10	25	0	7	10	42	1.7	7	Linear Km	\$ 380,410	Capital Investment	Long-Term	100%	\$ 644,428	A+	\$ -	\$ 644,428	\$ 644,428	\$ -	City	
20	Multi-Use Path	Multi Use Path Along Line 15	Multi-Use Path	Local	Bass Lake Side Road on the North to Old Barrie Road in the South	-	60	10	25	0	8	10	43	2.5	7	Linear Km	\$ 380,410	Capital Investment	Long-Term	100%	\$ 962,719	A+	\$ -	\$ 962,719	\$ 962,719	\$ -	City	
21	Multi-Use Path	Unnamed Multi Use Path	Multi-Use Path	Local	University Avenue on the East to Line 15 on the West	-	60	10	10	0	7	10	27	0.7	7	Linear Km	\$ 380,410	Capital Investment	Long-Term	100%	\$ 259,747	A+	\$ -	\$ 259,747	\$ 259,747	\$ -	City	
22	Cycling	Mississauga Street	Protected Bike Lane	Arterial	Albert Street on the East to Woodside Drive on the West	8,800	50	10	25	0	25	10	70	1.7	5	Linear Km	\$ 382,430	Rehab Addition	Short-Term	33%	\$ 656,552	A+	\$ -	\$ 656,552	\$ 216,662	\$ 439,890	City	
23	Cycling	Line 15	Paved Shoulder	Arterial	Bass Lake Side Road in the North to Memorial Avenue in the South	2,900	60	10	25	15	12	10	62	5.9	2	Linear Km	\$ 253,600	Rehab Addition	Long-Term	100%	\$ 1,489,042	A+	\$ -	\$ 1,489,042	\$ 1,489,042	\$ -	City	
24	Cycling	Alexander Road / Skyline Drive/ Commerce Road	Signed Route	Local	Fourth Street in the East to Fittons Road in the West	3,200	50	10	25	0	22	10	57	1.8	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	0%	\$ 6,292	A+	\$ -	\$ 6,292	\$ -	\$ 6,292	City	
25	Cycling	Fourth Street /Frontier Avenue	Signed Route	Local	Goldie Drive in the North to Lacie Street in the South	800	50	10	25	0	22	10	67	0.8	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	0%	\$ 2,869	A+	\$ -	\$ 2,869	\$ -	\$ 2,869	City	
26	Cycling	Goldie Drive/Hughes road	Signed Route	Local	Maple Drive on the East to Fourth street on the West	1,200	50	10	25	0	25	10	60	1.4	1	Linear Km	\$ 3,550	Minor Addition	Mid-Term	0%	\$ 4,892	A+	\$ -	\$ 4,892	\$ -	\$ 4,892	City	
27	Cycling	North Street West	Painted Bike Lane	Local	Bay Street in the East to West Street in the West	2,600	50	10	25	0	16	10	61	1.9	4	Linear Km	\$ 253,600	Minor Addition	Short-Term	33%	\$ 491,281	A+	\$ -	\$ 491,281	\$ 162,123	\$ 329,158	City	
28	Cycling	Collegiate Drive	Signed Route	Local	Park Street in the East to Coldwater Road in the West	2,800	50	10	25	0	4	10	49	0.5	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	0%	\$ 1,769	A+	\$ -	\$ 1,769	\$ -	\$ 1,769	City	
29	Cycling	Brant Street East	Signed Route	Local	Centennial Drive on the East to Park Street on the West	1,600	50	10	25	0	14	10	59	1.7	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	0%	\$ 5,861	A+	\$ -	\$ 5,861	\$ -	\$ 5,861	City	
30	Cycling	Nottawasaga Street	Signed Route	Local	Coldwater Road on the North to Mississauga Street in the East	1,200	50	10	25	0	25	10	70	1.0	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	0%	\$ 3,529	A+	\$ -	\$ 3,529	\$ -	\$ 3,529	City	
31	Cycling	McKenzie Street	Signed Route	Local	Nottawasaga Street in the North to Mississauga Street in the West	800	50	10	25	0	12	10	57	0.4	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	0%	\$ 1,289	A+	\$ -	\$ 1,289	\$ -	\$ 1,289	City	
32	Cycling	Nottawasaga Street	Signed Route	Local	Emily Street in the East to Westmount Drive in the West	800	50	10	25	0	25	10	70	0.4	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	0%	\$ 1,357	A+	\$ -	\$ 1,357	\$ -	\$ 1,357	City	
33	Cycling	Andrew Street South	Signed Route	Local	Nottawasaga Street in the North to Barrie Road in the South	3,500	50	10	25	0	25	10	70	0.4	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	0%	\$ 1,478	A+	\$ -	\$ 1,478	\$ -	\$ 1,478	City	
34	Cycling	King Street / Barrie Road	Signed Route	Local	Front street in the East to Andrew Street West	7,100	50	10	25	0	22	10	67	0.6	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	33%	\$ 2,048	A+	\$ -	\$ 2,048	\$ 676	\$ 1,372	City	
35	Cycling	Mississauga Street East	Signed Route	Arterial	Centennial Drive in the East to Albert Street in the West	6,900	50	10	25	0	22	10	67	0.9	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	75%	\$ 3,099	A+	\$ -	\$ 3,099	\$ 2,324	\$ 775	City	
36	Cycling	Dunlop Street/Dunedin Street	Signed Route	Arterial	Mississauga Street in the North to Barrie Road in the South	800	50	10	25	0	2	10	47	0.8	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	0%	\$ 2,946	A+	\$ -	\$ 2,946	\$ -	\$ 2,946	City	
37	Cycling	Barrie Road	Painted Bike Lane	Arterial	Memorial Avenue in the East to Mississauga Street in the West	4,600	50	10	25	15	14	10	64	1.6	4	Linear Km	\$ 253,600	Rehab Addition	Short-Term	50%	\$ 396,945	A+	\$ -	\$ 396,945	\$ 198,473	\$ 198,473	City	
38	Cycling	Westmount Drive South	Signed Route	Arterial	Barrie Road in the north to Highway 12 in the south	5,900	50	10	25	15	14	10	74	1.3	1	Linear Km	\$ 3,550	Minor Addition	Mid-Term	33%	\$ 4,765	A+	\$ -	\$ 4,765	\$ 1,572	\$ 3,193	City	
39	Cycling	Progress Drive	Signed Route	Local	Unnamed Road in the North to United Drive in the South	800	50	10	25	0	4	10	39	0.8	1	Linear Km	\$ 3,550	Minor Addition	Mid-Term	0%	\$ 3,003	A+	\$ -	\$ 3,003	\$ -	\$ 3,003	City	
40	Cycling	Victoria Crescent	Signed Route	Arterial	Forest Avenue in the East to Shannon Street in the West	1,000	50	10	25	0	25	10	60	1.6	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	0%	\$ 5,833	A+	\$ -	\$ 5,833	\$ -	\$ 5,833	City	
41	Cycling	James Street E	Painted Bike Lane	Arterial	Forest Ave in the East to West Street in the West	6,000	50	10	25	0	22	10	67	1.4	4	Linear Km	\$ 253,600	Rehab Addition	Short-Term	50%	\$ 358,090	A+	\$ -	\$ 358,090	\$ 179,045	\$ 179,045	City	
42	Cycling	James Street W	Protected Bike Lane	Arterial	Memorial Ave in the west to West Street in the east.	6,000	50	10	25	0	22	10	67	1.1	5	Linear Km	\$ 382,430	Rehab Addition	Short-Term	50%	\$ 420,673	A+	\$ -	\$ 420,673	\$ 210,337	\$ 210,337	City	
43	Cycling	Forest Avenue	Signed Route	Arterial	Atherley Road in the North to City limits in the South	3,500	50	10	25	15	25	10	85	2.2	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	0%	\$ 7,683	A+	\$ -	\$ 7,683	\$ -	\$ 7,683	City	
44	Cycling	Shannon Street	Signed Route	Arterial	Forest Avenue in the East to West Avenue in the West	900	50	10	25	15	22	10	72	1.5	1	Linear Km	\$ 3,550	Minor Addition	Short-Term	0%	\$ 5,304	A+	\$ -	\$ 5,304	\$ -	\$ 5,304	City	
45	Cycling	Simcoe Street	Signed Route	Local	Victoria Crescent in the East to West Street in the West	700	50	10	25	15	22	10	72	0.9	1	Linear Km	\$ 3,550	Minor Addition	Mid-Term	33%	\$ 3,272	A+	\$ -	\$ 3,272	\$ 1,080	\$ 2,192	City	

71	Pedestrian	Atlantis Drive	Sidewalk (one side)	Local	Existing Atlantis Drive terminus in the east to New Roadway in West Orillia in the west.	Not Evaluated based on Cycling Criteria	0.5	12	Linear Km	\$ 304,320	Capital Investment	Mid-Term	100%	\$ 152,160	A+	\$ -	\$ 152,160	\$ 152,160	\$ -	City
72	Pedestrian	West Street South	Sidewalk (both sides)	Arterial	King Street on the North to Highway 12 on the South	Not Evaluated based on Cycling Criteria	1.4	12	Linear Km	\$ 304,320	Rehab Addition	Short-Term	33%	\$ 433,180	A+	\$ -	\$ 433,180	\$ 142,950	\$ 290,231	City
73	Pedestrian	Mary Street / Karen Crescent	Sidewalk (one side)	Local	Between Woodside Drive in the north and Mississaga Street in the south	Not Evaluated based on Cycling Criteria	1.6	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	0%	\$ 486,912	A+	\$ -	\$ 486,912	\$ -	\$ 486,912	City
74	Pedestrian	Walker Avenue	Sidewalk (one side)	Local	Between Mississaga Street in the north and Barrie Road in the south	Not Evaluated based on Cycling Criteria	0.5	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	0%	\$ 146,074	A+	\$ -	\$ 146,074	\$ -	\$ 146,074	City
75	Pedestrian	Homewood Avenue	Sidewalk (one side)	Local	Between Woodside Drive in the west and Westmount Drive in the east	Not Evaluated based on Cycling Criteria	0.7	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	0%	\$ 219,110	A+	\$ -	\$ 219,110	\$ -	\$ 219,110	City
76	Pedestrian	Arthur Street	Sidewalk (one side)	Local	Between Woodside Drive in the west and Westmount Drive in the east	Not Evaluated based on Cycling Criteria	0.7	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	0%	\$ 219,110	A+	\$ -	\$ 219,110	\$ -	\$ 219,110	City
77	Pedestrian	Argyle Avenue	Sidewalk (one side)	Local	Between Westmount Drive in the west and Dallas Street in the east	Not Evaluated based on Cycling Criteria	0.3	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	0%	\$ 82,166	A+	\$ -	\$ 82,166	\$ -	\$ 82,166	City
78	Pedestrian	Dallas Street	Sidewalk (one side)	Local	Between Grenville Avenue in the north and Barrie Road in the south	Not Evaluated based on Cycling Criteria	0.5	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	0%	\$ 149,117	A+	\$ -	\$ 149,117	\$ -	\$ 149,117	City
79	Pedestrian	McKinnell Street	Sidewalk (one side)	Local	Between Dallas Street in the west and Bleeker Street in the east	Not Evaluated based on Cycling Criteria	0.1	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	0%	\$ 30,432	A+	\$ -	\$ 30,432	\$ -	\$ 30,432	City
80	Pedestrian	Dunn Avenue	Sidewalk (one side)	Local	Between Westmount Drive in the west and Memorial Avenue in the east	Not Evaluated based on Cycling Criteria	0.4	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	0%	\$ 121,728	A+	\$ -	\$ 121,728	\$ -	\$ 121,728	City
81	Pedestrian	Westmount Drive South	Sidewalk (one side)	Local	Between Courtney Crescent in the north and the future multi-us path along Highway 12.	Not Evaluated based on Cycling Criteria	0.2	12	Linear Km	\$ 304,320	Capital Investment	Mid-Term	33%	\$ 60,864	A+	\$ -	\$ 60,864	\$ 20,085	\$ 40,779	City
82	Pedestrian	Memorial Avenue	Sidewalk (one side)	Arterial	Between the existing western extent of sidewalk on Memorial Avenue in the east to Woodland Drive in the west.	Not Evaluated based on Cycling Criteria	0.3	12	Linear Km	\$ 304,320	Capital Investment	Mid-Term	100%	\$ 76,080	A+	\$ -	\$ 76,080	\$ 76,080	\$ -	City
83	Pedestrian	Progress Drive / United Drive	Sidewalk (one side)	Local	Between the existing Multi-Use trail in the east and around the crescent through the industrial park to Memorial Avenue	Not Evaluated based on Cycling Criteria	1.5	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	33%	\$ 456,480	A+	\$ -	\$ 456,480	\$ 150,638	\$ 305,842	City
84	Pedestrian	Shannon Street	Sidewalk (one side)	Local	Between High Street in the west and Gill Street in the east	Not Evaluated based on Cycling Criteria	0.3	12	Linear Km	\$ 304,320	Rehab Addition	Short-Term	0%	\$ 82,166	A+	\$ -	\$ 82,166	\$ -	\$ 82,166	City
85	Pedestrian	High Street	Sidewalk (one side)	Local	Between Bond Street in the south and Poughkeepsie Street in the north	Not Evaluated based on Cycling Criteria	0.8	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	33%	\$ 228,240	A+	\$ -	\$ 228,240	\$ 75,319	\$ 152,921	City
86	Pedestrian	Lawrence Avenue	Sidewalk (one side)	Local	Between North Street in the north and Brant Street in the south.	Not Evaluated based on Cycling Criteria	0.6	12	Linear Km	\$ 304,320	Rehab Addition	Short-Term	0%	\$ 173,462	A+	\$ -	\$ 173,462	\$ -	\$ 173,462	City
87	Pedestrian	Collegiate Drive	Sidewalk (one side)	Local	Between Belmor Drive in the east and Park Street in the west.	Not Evaluated based on Cycling Criteria	0.2	12	Linear Km	\$ 304,320	Rehab Addition	Short-Term	0%	\$ 69,994	A+	\$ -	\$ 69,994	\$ -	\$ 69,994	City
88	Pedestrian	Leonard Drive	Sidewalk (one side)	Local	Between North Street in the south and south street in the north	Not Evaluated based on Cycling Criteria	0.2	12	Linear Km	\$ 304,320	Rehab Addition	Short-Term	0%	\$ 66,950	A+	\$ -	\$ 66,950	\$ -	\$ 66,950	City
89	Pedestrian	South Street	Sidewalk (one side)	Local	Between Leonard Drive in the west and West Street in the east.	Not Evaluated based on Cycling Criteria	0.4	12	Linear Km	\$ 304,320	Rehab Addition	Short-Term	0%	\$ 133,901	A+	\$ -	\$ 133,901	\$ -	\$ 133,901	City
90	Pedestrian	West Street North Overpass	Sidewalk (one side)	Local	Between Commerce Road in the south and the retail plaza in the north	Not Evaluated based on Cycling Criteria	0.7	12	Linear Km	\$ 304,320	Rehab Addition	Short-Term	33%	\$ 197,808	A+	\$ -	\$ 197,808	\$ 65,277	\$ 132,531	City
91	Pedestrian	Highland Avenue	Sidewalk (one side)	Local	Between Fittons Road in the north and North Street in the south	Not Evaluated based on Cycling Criteria	0.6	12	Linear Km	\$ 304,320	Rehab Addition	Short-Term	0%	\$ 188,678	A+	\$ -	\$ 188,678	\$ -	\$ 188,678	City
92	Pedestrian	North Street	Sidewalk (one side)	Collector	Between Old Muskoka Road in the west and Bay Street in the east	Not Evaluated based on Cycling Criteria	0.3	12	Linear Km	\$ 304,320	Rehab Addition	Short-Term	0%	\$ 88,253	A+	\$ -	\$ 88,253	\$ -	\$ 88,253	City
93	Pedestrian	Galley Avenue	Sidewalk (one side)	Local	Between Lacie Street in the west and the multi-use trail in the east.	Not Evaluated based on Cycling Criteria	0.5	12	Linear Km	\$ 304,320	Rehab Addition	Short-Term	0%	\$ 152,160	A+	\$ -	\$ 152,160	\$ -	\$ 152,160	City
94	Pedestrian	Lacie Street	Sidewalk (one side)	Arterial	Between Goldie Drive in the north and Murray Street in the south	Not Evaluated based on Cycling Criteria	0.3	12	Linear Km	\$ 304,320	Rehab Addition	Short-Term	33%	\$ 76,080	A+	\$ -	\$ 76,080	\$ 25,106	\$ 50,974	City
95	Pedestrian	Goldie Drive / Fourth Street	Sidewalk (one side)	Local	Between Lacie Street in the north and Frontier Avenue in the south	Not Evaluated based on Cycling Criteria	1.1	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	0%	\$ 334,752	A+	\$ -	\$ 334,752	\$ -	\$ 334,752	City
96	Pedestrian	Hughes Road	Sidewalk (one side)	Collector	Between Lacie Street in the west and Birdget Drive in the east	Not Evaluated based on Cycling Criteria	0.8	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	0%	\$ 231,283	A+	\$ -	\$ 231,283	\$ -	\$ 231,283	City
97	Pedestrian	Bridget Drive / Maple Drive	Sidewalk (one side)	Local	Between Hughes Road in the north and Fittons Road in the south	Not Evaluated based on Cycling Criteria	1.4	12	Linear Km	\$ 304,320	Rehab Addition	Mid-Term	0%	\$ 419,962	A+	\$ -	\$ 419,962	\$ -	\$ 419,962	City
98	Pedestrian	Orchard Point Road / Atherley Road	Sidewalk (one side)	Local	Between the southern extent of Orchard Point Rd up to Atherley Road and then west to connect to the signalised intersection at Couchiching Point Rd/Atherley Rd.	Not Evaluated based on Cycling Criteria	0.8	12	Linear Km	\$ 304,320	Rehab Addition	Short-Term	50%	\$ 243,456	A+	\$ -	\$ 243,456	\$ 121,728	\$ 121,728	City
99	Roadway	Mississaga Street	Reconstruction	Arterial	Between Albert Street in the west and Front Street in the east.	Not Evaluated based on Cycling Criteria	0.7	18	Linear Km	\$ 2,730,560	Capital Investment	Short-Term	50%	\$ 1,856,781	B	\$ 380,410	\$ 2,237,191	\$ 1,118,595	\$ 1,118,595	City
100	Roadway	West Street	Reconstruction	Arterial	Between Coldwater Road in the north and Barrie Road in the south	Not Evaluated based on Cycling Criteria	0.6	18	Linear Km	\$ 2,730,560	Capital Investment	Short-Term	100%	\$ 1,583,725	B	\$ 380,410	\$ 1,964,135	\$ 1,964,135	\$ -	City
101	Roadway	King Street Extension	New Roadway	Arterial	Extension from the existing terminus at Front Street, east to Cedar Island Road.	Not Evaluated based on Cycling Criteria	0.3	17	Linear Km	\$ 2,730,560	Capital Investment	Short-Term	100%	\$ 723,598	B	\$ 380,410	\$ 1,104,008	\$ 1,104,008	\$ -	City
102	Roadway	Lacie Street	Widening	Arterial	Between Murray Street in the north and Neywash Street in the south	Not Evaluated based on Cycling Criteria	2.5	16	Linear Km	\$ 3,249,700	Capital Investment	Short-Term	33%	\$ 8,124,250	C	\$ 275,000	\$ 8,399,250	\$ 2,771,753	\$ 5,627,498	City
103	Roadway	West Street	Widening	Arterial	Between James Street in the north and Highway 12 in the south	Not Evaluated based on Cycling Criteria	0.6	16	Linear Km	\$ 3,249,700	Capital Investment	Short-Term	33%	\$ 1,949,820	B	\$ 380,410	\$ 2,330,230	\$ 768,976	\$ 1,561,254	City
104	Roadway	Fittons Road	Reconstruction	Arterial	Between Jamieson Drive in the east and West Street in the west	Not Evaluated based on Cycling Criteria	0.3	19	Linear Km	\$ 3,800,000	Capital Investment	Short-Term	0%	\$ 1,216,000	A+	\$ -	\$ 1,216,000	\$ -	\$ 1,216,000	City
105	Intersection	Coldwater Road - Signal Optimization	Intersection	Arterial	At intersections between West Street in the east and West Ridge Boulevard in the west	Not Evaluated based on Cycling Criteria	8.0	14	Linear Km	\$ 50,000	Capital Investment	Short-Term	100%	\$ 400,000	A	\$ -	\$ 400,000	\$ 400,000	\$ -	City
106	Roadway	West Ridge Boulevard	Widening	Arterial	Between Hunter Valley Road in the south and Highway 12 in the north	Not Evaluated based on Cycling Criteria	1.3	16	Linear Km	\$ 3,249,700	Capital Investment	Short-Term	50%	\$ 4,224,610	C	\$ 275,000	\$ 4,499,610	\$ 2,249,805	\$ 2,249,805	City
107	Intersection	Coldwater Road - Transit Priority Measures	Intersection	Arterial	At intersections between Monarch Drive in the west and Westmount Drive in the east	Not Evaluated based on Cycling Criteria	4.0	15	Each	\$ 300,000	Capital Investment	Short-Term	75%	\$ 1,200,000	A	\$ -	\$ 1,200,000	\$ 900,000	\$ 300,000	City
108	Roadway	Coldwater Road Overpass	Reconstruction	Arterial	Between Monarch Drive in the west and Westmount Drive in the east	Not Evaluated based on Cycling Criteria	6,500	22	square m	\$ 2,000	Capital Investment	Short-Term	33%	\$ 13,000,000	A+	\$ -	\$ 13,000,000	\$ 4,290,000	\$ 8,710,000	City/MTO
109	Roadway	West Street Overpass	Reconstruction	Arterial	Between Commerce Drive in the south and the westbound off-ramp in the north	Not Evaluated based on Cycling Criteria	7,000	22	square m	\$ 2,000	Capital Investment	Short-Term	33%	\$ 14,000,000	A+	\$ -	\$ 14,000,000	\$ 4,620,000	\$ 9,380,000	City/MTO
110	Transit Terminal	New Transit Terminal	Transit Terminal	N/A	New Transit Terminal in Downtown Orillia	Not Evaluated based on Cycling Criteria	1.0		N/A		Capital Investment	Short-Term	33%	Costing to be determined as part of the transit terminal study						City
111	Intersection	Old Barrie Road / Highway 12 By-pass - Signal Optimization	Intersection	Arterial	At intersections between University Avenue in the west and Atherley Road in the east	Not Evaluated based on Cycling Criteria	8.0	14	Each	\$ 50,000	Capital Investment	Mid-Term	100%	\$ 400,000	A	\$ -	\$ 400,000	\$ 400,000	\$ -	City/MTO
112	Intersection	Old Barrie Road / Highway 12 By-pass - Transit Priority Measures	Intersection	Arterial	At intersections between University Avenue in the west and Memorial Avenue in the east	Not Evaluated based on Cycling Criteria	4.0	15	Each	\$ 300,000	Capital Investment	Mid-Term	100%	\$ 1,200,000	A	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	City
113	Roadway	Memorial Avenue	Reconstruction	Arterial	Between United Drive in the east and Woodland Drive in the west	Not Evaluated based on Cycling Criteria	1.3	19	Linear Km	\$ 3,800,000	Capital Investment	Mid-Term	100%	\$ 4,940,000	A+	\$ -	\$ 4,940,000	\$ 4,940,000	\$ -	City/MTO
114	Roadway	Woodside Drive Extension	New Roadway	Collector	Extension of from the existing terminus north and east to connect with Westmount Drive.	Not Evaluated based on Cycling Criteria	1.0	17	Linear Km	\$ 2,730,560	Capital Investment	Mid-Term	75%	\$ 2,730,560	A	\$ -	\$ 2,730,560	\$ 2,047,920	\$ 682,640	City
115	Roadway	New Memorial Avenue Northbound Ramp	New Roadway	Highway	Between Memorial Avenue and Highway 11 northbound	Not Evaluated based on Cycling Criteria	1.0	21	Linear Km	\$ 5,000,000	Capital Investment	Long-Term	100%	\$ 5,000,000	C	\$ 275,000	\$ 5,275,000	\$ 5,275,000	\$ -	City/MTO
116	Roadway	Murphy Road Extension	New Roadway	Arterial	Extension of the existing Murphy Road between Uthoff Line and West Street contingent on Future development. Alingment and feasibility to be determined through the development application process.	Not Evaluated based on Cycling Criteria	1.4	17	Linear Km	\$ 2,730,560	Capital Investment	Long-Term	100%	\$ 3,822,784	C	\$ 275,000	\$ 4,097,784	\$ 4,097,784	\$ -	City
117	Roadway	Highway 12 By-Pass Widening	Widening	Highway	Between Mississaga Street in the west and Atherley Road in the east	Not Evaluated based on Cycling Criteria	4.9	20	Linear Km	\$ 5,250,000	Capital Investment	Long-Term	100%	\$ 25,725,000	MCEA Class C	\$ 500,000	\$ 26,225,000	\$ 26,225,000	\$ -	City/MTO

Unit Price Schedule

ID	Description	Unit	Unit Value*	Comments/Assumptions
1	Signed Bike Route with Sharrow Lane Markings	Linear Km	\$ 3,550	Price for both sides of the road, includes route signs every 330m (\$1,500/km both sides), and sharrow stencil every 75m as per Ministry Guidelines (Painted \$75 each x 26/km = \$1,950 in table) If thermoplastic type product is used assume \$250 / each x 26 = \$6,500 source Flint Trading Inc.
2	Signed Bike Route with Buffered Paved Shoulder in conjunction with existing road reconstruction / resurfacing	Linear Km	\$ 253,600	Price for both sides of the road, 1.5m paved shoulder + 0.5 to 1.0m paved buffer, assumes cycling project pays for additional granular base, asphalt, edge lines and signs (buffer zone framed by white edge lines)
3	Conventional 1.5m-1.8m Bicycle Lanes by Adding Bike Lane Markings and Signs	Linear Km	\$ 12,170	Price for both sides of the road, includes signs, stencils and edge line. Price is for conventional paint, (assumes painted lane line at \$1 / m + \$75 / symbol x 26 + \$2000 for signs)increase budget to \$20,000 /km for Thermoplastic) e.g. lane line in thermo is \$5.50/m compared to \$1.00/m for paint
4	Conventional 1.5m-1.8m Bicycle Lanes in Conjunction with a New Road or Road Reconstruction Project	Linear Km	\$ 253,600	Price for both sides of the road, assumes 1.5m bike lanes on both sides of the roadway (1.5m x 2 sides = 3.0m). Includes catch basin leads, asphalt, signs, pavement markings sub-base only. Road project funds all other improvements
5	Buffered Bicycle Lane with Flex Bollards - Assumed New Road or Road Reconstruction/Widening Already Planned	Linear Km	\$ 382,430	Price for both sides of the road, assumes 1.5m bike lanes + flex bollards centered in hatched buffer zone at 10m intervals. Includes catch basin leads, asphalt, signs, edge line pavement markings (both sides of buffer zone) sub-base only
6	Uni-directional Cycle Tracks: Raised and Curb Separated - Retrofit Existing Roadway	Linear Km	\$ 862,240	Both sides. Includes construction but excludes design and signal modifications. Form of cycle track and materials as well as related components such as bike signals, upgrade/modification of signal controllers, utility/lighting pole relocations, bike boxes etc. are project specific and will impact unit price
7	Two Way Active Transportation Multi-Use path within road right-of-way	Linear KM	\$ 380,410	3.0m wide hard surface pathway (asphalt) within road right of way (no utility relocations). Price depends of scale / complexity of project and if existing sidewalk is being removed (i.e. crushing of existing sidewalk and compacting for trail base).
8	Hard Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in an Urban Setting (New)	Linear Km	\$ 355,040	3.0m wide hard surface pathway (asphalt) within park setting (normal conditions) 90mm asphalt depth. Price depends of scale / complexity of project.
9	Granular Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in an Urban Setting	Linear Km	\$ 167,380	3.0m wide, compacted stone dust surface normal site conditions. Price depends of scale / complexity of project.
10	Upgrade existing granular surface trail to meet 3.0m wide compacted	Linear Km	\$ 126,800	Includes some new base work (25% approx.) and an average of 20 regulatory signs per kilometre. Price depends of scale and existing trail conditions e.g. width, slope, location of trail, etc.
11	Granular surfaced Multi-Use Trail in a Woodland Setting	Linear Km	\$ 150,000	2.4m wide, compacted stone dust surface. Price depends of scale / complexity of project.
12	Sidewalk	Linear Km	\$ 304,320	Price for 1.5m concrete sidewalk. Include site prep., select utility relocation, minor drainage modifications / traffic control.
13	Multi-Use Path Overpass Bridge	each	\$ 8,000,000	Price to build an active transportation overpass of a provincial highway accommodating 6m in width of pedestrian and cycling movement.
14	Signalized Intersection Optimization Improvements	each	\$ 50,000	Price to add signal optimization improvements such as actuated weight pads and buttons at four approaches, as well as transit-signal priority at two approaches.
15	Transit Queue Jump Lane	each	\$ 300,000	Price to add a transit queue jump lane and associated signal enhancements to an intersection at two approaches.
16	Arterial (Widening)	Linear Km	\$ 3,249,700	Price to widen an existing roadway.
17	Collector (Extension)	Linear Km	\$ 2,730,560	Price to extend an existing collector roadway.
18	Flex Street Reconstruction	Linear Km	\$ 2,730,560	Reconstruction of the roadway to include flexible infrastructure including making the sidewalks flush with the roadway and incorporating enhanced placemaking and public realm materials.
19	Arterial Reconstruction	Linear Km	\$ 3,800,000	Price to reconstruct an existing arterial roadway.
20	Signal-Controlled Highway Widening	Linear KM	\$ 5,250,000	Price to widen a signal controlled provincial highway from two lanes to four lanes.
21	New Highway Ramp	each	\$ 5,000,000	Price to add an additional ramp to a grade separated provincial highway.
22	Highway Overpass Reconstruction	Square m	\$ 2,000	Price to reconstruct an existing vehicular highway overpass with the inclusion of pedestrian and cycling facilities
23	EA Study - Provincial Highway Road Widening (MCEA Class C)	each	\$ 500,000	Study cost to prepare an environmental assessment for an MCEA Class C improvement.
24	EA Study - Active Transportation Overpass (MCEA Class C)	each	\$ 275,000	Study cost to prepare an environmental assessment for a MCEA Schedule C improvement.
25	EA Study - Class B	each	\$ 150,000	Study cost to prepare an environmental assessment for a Class B improvement.
26	EA Study - Class C	each	\$ 275,000	Study cost to prepare an environmental assessment for a Class C improvement.

*All unit prices exclude tax, contingency, design and approvals costs.