Appendix R

Recommended Improvement Costs and Scores

Unit Price Schedule												
ID	Description	Unit	Ur	nit Value*	Comments/Assumptions							
1	Signed Bike Route Sharrow Lane Markings	Linear Km	\$	3,700	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	\$	310,000	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	\$	175,000	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	\$	280,000	Price for 1.5m concrete sidewalk. Include site prep., select utility relocation, minor drainage modifications / traffic control.							
13	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.							
14	Arterial (Widening)	Linear Km	\$:	3,249,700	Price to widen an existing roadway.							
15	Collector (Extension)	Linear Km	\$ 2	2,730,560	Price to extend an existing collector roadway.							
16	Flex Street Reconstruction	Linear Km	\$ 2	2,730,560	Reconstruction of the roadway to include flexible infrastructure including making the sidewalks flush with the roadwy and incorporating enhanced placemaking and public realm materials.							
17	Roundabout Construction	each	\$	500,000	Cost to construct a Roundabout with pedestrian and cyclist facilities.							
18	Signalized Intersection	each	\$	300,000	Cost to implement a signalized intersection with auxiliary left/right-turn lanes on each approach.							
19	Pedestrian Crossover - PXO Level 2 B	each	\$	20,000	Cost to implement an OTM Book 15 PXO Level 2 B signalized pedestrian crossover including signage, pavement markings, and signals.							
20	Pedestrian Crossover - PXO Level 2 C	each	\$	20,000	Cost to implement an OTM Book 15 PXO Level 2 C signalized pedestrian crossover including signage, pavement markings, and signals.							
21	EA Study - Class B	each	\$	150,000	Study cost to prepare an environmental assessment for a Class B improvement.							
22	EA Study - Class C	each	\$	275,000	Study cost to prepare an environmental assessment for a Class C improvement.							
	unit prices exclude tax, contingency, design and approvals costs.	•	•		• •							

ID	Improvement	Roadway	Recommended Facility	Description	Proposed Road Classification	Length (Linear KM) / # of intersections / square m	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
1	Intersection		Roundabout	Paved shoulders between Highway 12 and Yonge Street with provisions for a centre turn lane. Between Yonge Street and St. Andrews Drive will have multi-use paths on both sides of the road. Between St Andrews Drive and Thompsons Road will have a multi-use path on the east side of the road. This will also coincide with intersection improvements at County Road 93 and Vindin Street.	County	1.0	17	Linear Km	\$ 500,000	Capital Investment	Short-Term	100% \$	500,000	EA Already Completed	\$ 500,000	\$ 500,000	\$-	County/MTO
2	Intersection	William Street / Bayshore Drive	Intersection re-alignment	Reconfigure the intersection on the north side of Bayshore Drive, within lands that are part of the Midland Bay Landing Park. Realign the	Arterial	1.0	14	Each	\$ 3,249,700	Capital Investment	Short-Term	50% \$	3,249,700	C \$ 275,000	\$ 3,524,700	\$ 1,762,350	\$ 1,762,350	Town
3	Intersection	(Intersection) Bay Street, Aberdeen Boulevard & TRW Access	Intersection re-alignment	existing trail along the new alignment. Close Frank Street to Bayshore Drive and make it a Cul-de-sac. Increase the radius of the horizontal curve and reinstate Bay Street-Aberdeen Boulevard as the through road. Reconfigure the TRW access as a proper driveway access (reduce the access width, construct a drop-curb at Aberdeen Boulevard & extend the concrete sidewalk/trail through the access). Add Shrubbery and other landscaping to discourage pedestrian crossing at the curb where sightlines are poor. Add a multiuse path on the north side of Bay Street, and add a pedestrian cross-walk on Aberdeen south of the curb where sightlines permit.	Collector	1.0	15	Each		Capital Investment	Short-Term	75% \$	2,730,560	Part of a comprehensive Class C EA combined with Projects No. 2, 3, and 7.	\$ 2,730,560	\$ 2,047,920	\$ 682,640	Town
4	Roadway	Yonge Street	Truck Route Designation	Designate Yonge Street between King Street and William Street as a truck route to mitigate commercial vehicle travel on First Street.	Arterial	1.0	1	Linear Km	\$ 3,700	Capital Investment	Short-Term	0% \$	3,700	A \$ -	\$ 3,700	\$-	\$ 3,700	Town
5	Intersection	Yonge Street / Eighth Street (Intersection)	Signal Optimization	Add an eastbound left-turn signal phase along with modified epdestrian crossings to facilitate southbound vehicular throughput.	Arterial	1.0	13	Each	\$ 50,000	Capital Investment	Short-Term	0% \$	50,000	A \$ -	\$ 50,000	\$-	\$ 50,000	Town
6	Intersection	Bay Street / Fourth Street (Intersection)	Signalized Intersection	Implement Signalized Intersection with provisions for auxiliary northbound and southbound left-turning lanes. Update intersection design to include pedestrian cross-walks (either painted, or brick-layered). Include provisions for dedicated cycling facilities through the intersection, linking with TMPU recommendations for active transportation that recommends a corridor on Fourth Street and Bay street. Separated bike lane North leg on Fourth Street, East leg on Bay street. Sharrow: South leg on Fourth Street, West leg on Bay street.	Arterial	1.0	18	Each	\$ 300,000	Capital Investment	Mid-Term	75% \$	300,000	C \$ 275,000	\$ 575,000	\$ 431,250	\$ 143,750	Town
7	Roadway	William Street	Road Cross-Section Change	Convert 3-lane sections to 1 lane per direction + centre turn lane (except from Yonge Street to north of Chaingate Drive, where 2 SB lanes should be maintained to accommodate truck traffic and address operational impacts associated with the vertical grade). Widen 2-lane section to 3 lanes to construct a centre turn lane. Provisions for separated bike lanes and sidewalks on both sides of the road should be made.	Arterial	1.6	14	Linear Km	\$ 3,249,700	Capital Investment	Mid-Term	50% \$	5,102,029	Part of a comprehensive Class C EA combined with Projects No. 2, 3, and 7.	\$ 5,102,029	\$ 2,551,015	\$ 2,551,015	Town
8	Intersection	Vindin Street / Harbourview Drive (Intersection)	Intersection re-alignment	Convert the shared Westbound left-through lane to an exclusive left lane. Provide an excusive Northbound left lane. Construct 2nd Northbound receiving lane on Harbourview Drive. Create a CuI-de-sac at the end of Fifth Street to restrict access to the intersection .(Try to fit CuI-de-sac within oity ROW). Include provisions for dedicated cycling facilities through the intersection, linking with TMPU recommendations for active transportation that recommends a corridor on vindin, Fifth Street and Harbourview Drive. Separated bike lanes on East leg of Vindin Street. Painted bike lanes on Harbourview Drive, Vindin Street (West leg)and Fifth St.	Arterial	1.0	14	Each	\$ 3,249,700	Capital Investment	Mid-Term	75% \$	3,249,700	Part of a comprehensive Class C EA combined with Projects No. 6, 8, 9, and 15	\$ 3,249,700	\$ 2,437,275	\$ 812,425	Town
9	Intersection	Fuller Avenue / Harbourview Drive (Intersection)	Intersection re-alignment	Increase the radius of the horizontal curve to improve safety. Realign the Fuller Avenue approach as per the Class EA recommendation. Consider modifications to the alignment to avoid impacts to the Drummond wall (which would warrant an update to the Class EA).	Arterial	1.0	14	Each	\$ 3,249,700	Capital Investment	Mid-Term	75% \$	3,249,700	Part of a comprehensive Class C EA combined with Projects No. 6, 8, 9, and 15	\$ 3,249,700	\$ 2,437,275	\$ 812,425	Town
10	Intersection	Pillsbury Road / William Street (Intersection)	Signalized Intersection	Implement a signalized intersection where Pillsbury Drive meets William Street to provide protected movements from the Tiffin Pier neighbourhood onto William Street. Intersection layout and design to be determined at the site development application stage.	Arterial	1.0	18	Each	\$ 300,000	Capital Investment	Mid-Term	100% \$	300,000	A \$ -	\$ 300,000	\$ 300,000	\$-	Town
11	Intersection	New Road 1 / King Street (Intersection)	Signalized Intersection	Implement a signalized intersection at King Street at the new collector residential road that will serve new residential areas north of Highway 12 and south of Little Lake. Intersection layout and design to be determined at the site development application stage.	Arterial	1.0	18	Each	\$ 300,000	Capital Investment	Mid-Term	100% \$	300,000	A \$ -	\$ 300,000	\$ 300,000	\$-	Town
12	Roadway	New Road 1	New Road	New east-west collector roadway between King Street in the east and development limits in the west to serve new residential growth areas. Provisions for dedicated bike lanes and pedestrian sidewalks on both sides of the road should be included.	Collector	2.3	15	Linear Km	\$ 2,730,560	Capital Investment	Mid-Term	100% \$	6,280,288	C \$ 275,000	\$ 6,555,288	\$ 6,555,288	\$-	Town
13	Roadway	New Road 2	New Road	New east-west local road going from King Street in the west and connecting with the existing southern extend of Pratt Avenue in the east. Provisions for dedicate bike lanes and sidewalks on both sides of the road should be included.	Local	0.9	15	Linear Km	\$ 2,730,560	Capital Investment	Mid-Term	100% \$	2,457,504	A \$ -	\$ 2,457,504	\$ 2,457,504	\$-	Town
14	Intersection	Highway 12 / Beamish Road (Intersection)	Signalized Intersection	Implement a signalized intersection to connect the new residential development north of Highway 12 with commercial/employment areas south of the highway. Intersection layout and design to be determined at the site development application stage, but should include provisions for dedicated bike lanes and pedestrian facilities.	Highway	1.0	18	Each	\$ 300,000	Capital Investment	Mid-Term	100% \$	300,000	A \$ -	\$ 300,000	\$ 300,000	\$-	Town
15	Intersection	Fuller Avenue / Brunelle Sideroad / Midland Point Road (Intersection)	Roundabout	Implement a signle-lane roundabout to convert the existing offset intersection into one roundabout intersection. Provisions for dedicated bike lanes on boht sides of the road along Fuller Avenue, multi-use path connections along Brunelle Sideroad, and Sharrows on Midland Point Road should be made. The roundabout design should allow for the movement of transit and commercial vehicles through the intersection.	Arterial	1.0	17	Each	\$ 500,000	Capital Investment	Long-Term	75% \$	500,000	Part of a comprehensive Class C EA combined with Projects No. 6, 8, 9, and 15	\$ 500,000	\$ 375,000	\$ 125,000	Town
16	Intersection	Penetanguishene Road / Hugel Avenue	Pedestrian Crossover	Pedestrian Crossover - PXO Level 2 B inclusive of signage, road markings, and signals to provide a protected north-south crossing of Hugel Avenue	Collector	1.0	19	Each	\$ 20,000	Capital Investment	Short-Term	25% \$	20,000	A \$ -	\$ 20,000	\$ 5,000	\$ 15,000	Town
17	Intersection	Fourth Street / Hugel Avenue	Pedestrian Crossover	Pedestrian Crossover - PXO Level 2 B inclusive of signage, road markings, and signals to provide a protected north-south crossing of Hugel Avenue	Collector	1.0	19	Each	\$ 20,000	Capital Investment	Short-Term	25% \$	20,000	A \$ -	\$ 20,000	\$ 5,000	\$ 15,000	Town
18	Intersection	Fourth Street / Victoria Street	Pedestrian Crossover	Pedestrian Crossover - PXO Level 2 B inclusive of signage, road markings, and signals to provide a protected north-south crossing of Victoria Street	Arterial	1.0	19	Each	\$ 20,000	Capital Investment	Short-Term	25% \$	20,000	A \$ -	\$ 20,000	\$ 5,000	\$ 15,000	Town
19	Intersection	First Street / Elizabeth Street	Pedestrian Crossover	Pedestrian Crossover - PXO Level 2 B inclusive of signage, road markings, and signals to provide a protected east-west crossing of First Street	Collector	1.0	19	Each	\$ 20,000	Capital Investment	Short-Term	25% \$	20,000	A \$ -	\$ 20,000	\$ 5,000	\$ 15,000	Town
20	Intersection	Manly Street / Hugel Avenue	Pedestrian Crossover	Pedestrian Crossover - PXO Level 2 C inclusive of signage, road markings, and signals to provide a protected north-south crossing of Hugel Avenue	Collector	1.0	20	Each	\$ 20,000	Capital Investment	Short-Term	25% \$	20,000	A \$ -	\$ 20,000	\$ 5,000	\$ 15,000	Town
21	Intersection	Manly Street / Bayshore Drive	Pedestrian Crossover	Pedestrian Crossover - PXO Level 2 B inclusive of signage, road markings, and signals to provide a protected north-south crossing of Bayshore Drive	Arterial	1.0	19	Each	\$ 20,000	Capital Investment	Short-Term	25% \$	20,000	A \$ -	\$ 20,000	\$ 5,000	\$ 15,000	Town
22	Intersection	Manly Street / Yonge Street	Pedestrian Crossover	Pedestrian Crossover - PXO Level 2 B inclusive of signage, road markings, and signals to provide a protected north-south crossing of Yonge Street	Arterial	1.0	19	Each	\$ 20,000	Capital Investment	Short-Term	25% \$	20,000	A \$ -	\$ 20,000	\$ 5,000	\$ 15,000	Town
23	Intersection	William Street / Bay Street	Pedestrian Crossover	Pedestrian Crossover - PXO Level 2 B inclusive of signage, road markings, and signals to provide a protected east-west crossing of William Street	Arterial	1.0	19	Each	\$ 20,000	Capital Investment	Short-Term	75% \$	20,000	A \$ -	\$ 20,000	\$ 15,000	\$ 5,000	Town
24	Intersection	William Street / Hugel Avenue	Pedestrian Crossover	Pedestrian Crossover - PXO Level 2 B inclusive of signage, road markings, and signals to provide a protected east-west crossing of William Street	Arterial	1.0	19	Each	\$ 20,000	Capital Investment	Short-Term	75% \$	20,000	A \$ -	\$ 20,000	\$ 15,000	\$ 5,000	Town
25	Intersection	William Street / Scott Street	Pedestrian Crossover	Pedestrian Crossover - PXO Level 2 B inclusive of signage, road markings, and signals to provide a protected east-west crossing of William Street	Arterial	1.0	19	Each	\$ 20,000	Capital Investment	Short-Term	75% \$	20,000	A \$ -	\$ 20,000	\$ 15,000	\$ 5,000	Town
26	Intersection	William Street / Hanly Street	Pedestrian Crossover	Pedestrian Crossover - PXO Level 2 B inclusive of signage, road markings, and signals to provide a protected east-west crossing of William Street	Arterial	1.0	19	Each	\$ 20,000	Capital Investment	Short-Term	25% \$	20,000	A \$ -	\$ 20,000	\$ 5,000	\$ 15,000	Town
27	Cycling	Fuller Avenue	Painted Bike Lane	Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between the existing bike lane terminus at Midland Point Road south to Harbourview Drive. This work should be coordinated with Project No. 9 - the Fuller Avenue / Harbourview Drive intersection re-alignment.	Arterial	3.7	4	Linear Km	\$ 253,600	Capital Investment	Mid-Term	75% \$	928,279	A+ \$ -	\$ 928,279	\$ 696,210	\$ 232,070	Town
28	Cycling	Harbourview Drive	Painted Bike Lane	Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between Fuller Avenue to Victoria Steet. This work should be coordinated with Project No. 9 - The Fuller Avenue / Harbourview Drive intersection re- alignment, as well as Project No. 8 - The Vindin Street / Harbourview Drive intersection re-alignment.	Arterial	1.3	4	Linear Km	\$ 253,600	Rehab Addition	Mid-Term	75% \$	322,530	A+ \$ -	\$ 322,530	\$ 241,898	\$ 80,633	Town
29	Cycling	Vindin Street	Painted Bike Lane	Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between Harbourview Drive and County Road 93.	Arterial	2.5	4	Linear Km	\$ 253,600	Rehab Addition	Short-Term	50% \$	621,502	A+ \$ -	\$ 621,502	\$ 310,751	\$ 310,751	Town
	Cycling	Victoria Street	Painted Bike Lane	Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between 4th Street to Penetanguishene Road. This work should be coordinated with Project No. 18 - the Fourth Street / Victoria Street pedestrian crossing improvement. Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between Victoria	Collector	1.8	4		\$ 253,600	Rehab Addition	Short-Term	25%			\$ 448,150			
31	Cycling	Eighth Street	Painted Bike Lane	Street and Yonge Street. Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between victoria Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between Eighth St	Collector	1.1	4	Linear Km	\$ 253,600	Rehab Addition	Short-Term	25% \$	286,429	A+ \$ -	\$ 286,429	\$ 71,607	\$ 214,822	Town
32	Cycling	Hugel Avenue	Painted Bike Lane	build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between Eignin St and Penetanguishene Road/Mountainview Plaza Midland. This work should be coordinated with Project No. 16 - the Penetanguishene Road // Hugel Avenue pedestrian crossover. Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between Yonge	Collector	2.7	4	Linear Km	\$ 253,600	Rehab Addition	Short-Term	25% \$	687,003	A+ \$ -	\$ 687,003	\$ 171,751	\$ 515,252	Town
33	Cycling	Manly Street	Painted Bike Lane	Street and St. Thereas's Catholic High School. This work should be coorindated with Project No. 22 - the Manly Street / Yonge Street pedestrian crossover.	Collector	1.5	4	Linear Km	\$ 253,600	Rehab Addition	Short-Term	25% \$	387,353	A+ \$ -	\$ 387,353	\$ 96,838	\$ 290,515	Town
34	Cycling	Galloway Boulevard	Painted Bike Lane	Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between William Street to King Street.	Collector	1.1	3	Linear Km	\$ 12,170	Minor Addition	Short-Term	25% \$	5 13,870	A+ \$ -	\$ 13,870	\$ 3,468	\$ 10,403	Town
35	Cycling	New Road 2	Painted Bike Lane	Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between Pratt Avenue and King Street. This should be coordinated with Project No. 13 - the New Road 2 which is a new roadway to serve a new development area.	Local	0.9	4	Linear Km	\$ 253,600	Capital Investment	Mid-Term	100% \$	238,315	A \$ -	\$ 238,315	\$ 238,315	\$ -	Town
36	Cycling	Beamish Road	Painted Bike Lane	Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between Hanson Development Road (New Road 1) and Prospect Boulevard/Mcdonald Road. This work should be coordinated with Project No. 12 - the New Road 1 which is a new east-west collector roadway to serve the Hanson Development lands. This should also be coordinated with Project No. 14 - the Highway 12 / Beamish Road intersection signalization.	Collector	0.8	4	Linear Km	\$ 253,600	Rehab Addition	Mid-Term	100% \$	203,155	A+ \$ -	\$ 203,155	\$ 203,155	\$-	Town
37	Multi-Use Path	Midland Point Road	Multi-Use Path	Build a multi-use pathway on one side of the roadway between Fuller Avenue in the west and Lakewood Drive in the east. This can be used by both pedestrians and cyclists.	Collector	3.3	9	Linear Km	\$ 175,000	Rehab Addition	Short-Term	25% \$	583,145	A+ \$ -	\$ 583,145	\$ 145,786	\$ 437,359	Town
38	Cycling	Everton Road	Signed Route	Add sharrow pavement markings and associated signage in both directions between Bayport Boulevard and the end of street.	Collector	1.7	1	Linear Km	\$ 3,700	Minor Addition	Short-Term	25% \$	6,178	A+ \$ -	\$ 6,178	\$ 1,545	\$ 4,634	Town
39	Cycling	Manly Street	Signed Route	Add sharrow pavement markings and associated signage in both directions between Yonge Street and Bayshore Drive. This should be coordinated with Project No. 20-22 which are pedestrian crosswalks on Manly Street at Bayshore Drive, Hugel Avenue, and Yonge Street.	Local	0.8	1	Linear Km	\$ 3,700	Minor Addition	Short-Term	25%	3,123	A+ \$ -	\$ 3,123	\$ 781	\$ 2,343	Town

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	40 C	vclina	Scott Street	Signed Route	Add sharrow pavement markings and associated signage in both directions between William Street and Johnson Street. This should be coordinated with Project No. 25 - the Scott Street / William Streetpedestrian crossover to provide a protected east-west crossing of William	Local	0.5	1 Linear Km	\$ 3,700	Minor Addition	Short-Term	75% \$	1.814 A+	\$ - \$ 1,814	\$ 1,360	\$ 453 Town
ts		yoning		oigned Route	Street.	Loodi	0.0	Encorren	φ 0,700	Willion Production	Chore renn	10/0	1,014 7.	φ - φ 1,014	φ 1,000	φ 4 00 10001
SC	41 C		Robert Street	Signed Route	Add sharrow pavement markings and associated signage in both directions between Johnson Street and King Street.	Collector	0.6 1	1 Linear Km	\$ 3,700	Minor Addition	Short-Term	75% \$	2,104 A+	\$ - \$ 2,104	\$ 1,578	\$ 526 Town
ວ ⊦	42 C	ycling	Little Lake Park Road	Signed Route	Add sharrow pavement markings and associated signage in both directions between King Street and Yonge Street.	Local	1.2 1	1 Linear Km	\$ 3,700	Minor Addition	Short-Term	25% \$	4,444 A+	\$ - \$ 4,444	\$ 1,111	\$ 3,333 Town
–	43 C	ycling	Mountain View Plaza Trail	Signed Route	Add sharrow pavement markings and associated signage in both directions between Mountain View Plaza and Balm Beach Road East.	Local	0.6 1	1 Linear Km	\$ 3,700	Minor Addition	Short-Term	25% \$	2,231 A+	\$ - \$ 2,231	\$ 558	\$ 1,673 Town
B	44 C	vcling	Country Road 93	Paved shoulder	Add a bufferred paved shoulder with associated signage on both sides of the road in both directions between Yonge street and Highway 12.	County	2.1 2	2 Linear Km	\$ 253,600	Rehab Addition	Short-Term	100% \$	532,560 A+	\$ - \$ 532,560	\$ 532,560	\$ - County/MTO
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S	45 C	ycling	Yonge Street	Paved shoulder	Add a bufferred paved shoulder with associated signage on both sides of the road in both directions between the west town limits and County Road 93.	Arterial	2.0 2	2 Linear Km	\$ 253,600	Rehab Addition	Mid-Term	100% \$	504,410 A+	\$ - \$ 504,410	\$ 504,410	\$ - Town
× [46 C	vclina	Country Road 93	Paved shoulder	Add a bufferred paved shoulder with associated signage on both sides of the road in both directions between Highway 12 and the south	County	2.2 2	2 Linear Km	\$ 253,600	Rehab Addition	Mid-Term	100% \$	557,920 A+	\$ - \$ 557,920	\$ 557,920	\$ - County/MTO
0		, ,	,		town limits.	. ,			,							
D	-		New Deed 4	Deinte d Dilus Laws	Build separated bike lanes in both directions on both sides of the road with associated lane markings and signage between King Street to	Collector.		4	¢ 050.000	Constitution and	Mid-Term	100% \$	500.000 B	¢ 000 440 ¢ 000 000	¢ 000.000	* T
3	47 C	ycling	New Road 1	Painted Bike Lane	beyond Sumac Lane. This should be coordinated with Project No. 12 - the New Road 1 east-west collector roadway to serve the Hanson Development area. It should also be coordinated with Project No. 11 - the New Road 1 / King Street signalized intersection implementation.	Collector	2.3 4		\$ 253,600	Capital Investment	Wid-Term	100% \$	583,280 B	\$ 380,410 \$ 963,690	\$ 963,690	\$ - Town
					Upgrade existing painted bike lanes to separated ones with flex bollards and extend separated bike lanes from King Street to Aberdeen											
	48 C	ycling	Yonge Street	Separated Bike Lane	Boulevard.	Arterial	3.7 5	5 Linear Km	\$ 382,430	Rehab Addition	Short-Term	25% \$	1,407,342 A+	\$ - \$ 1,407,342	\$ 351,836	\$ 1,055,507 Town
	49 C	ycling	King Street	Separated Bike Lane	Build separated bike lanes in both directions on both sides of the road with associated lane markings and signage between Yonge street and	Arterial	2.1 5	5 Linear Km	\$ 382,430	Rehab Addition	Short-Term	25% \$	795,454 A+	\$ - \$ 795,454	\$ 198,864	\$ 596,591 Town
-					Highway 12. Build separated bike lanes in both directions on both sides of the road with associated lane markings and signage between Vindin Street and											
	50 C	ycling	Fourth Street	Separated Bike Lane	Bay street. This work should be coordinated with Project No. 6 - the Bay Street / Fourth Street signalized intersection implementation, as	Arterial	0.8 5	5 Linear Km	\$ 382,430	Capital Investment	Mid-Term	50% \$	323,383 A+	\$ - \$ 323,383	\$ 161,691	\$ 161,691 Town
-					well as Project No. 8 - the Vindin Street / Harbourview Drive intersection re-alignment. Build separated bike lanes in both directions on both sides of the road with associated lane markings and signage between Fourth Street and											
	51 C	ycling	Bay Street	Separated Bike Lane	Manly Street. This work should be coordinated with Project No. 6 - the Bay Street / Fourth Street signalized Intersection Implementation, as	Arterial	0.9 5	5 Linear Km	\$ 382,430	Rehab Addition	Mid-Term	50% \$	343,422 A+	\$ - \$ 343,422	\$ 171,711	\$ 171,711 Town
-					well as Project No. 21 - the Manly Street / Bayshore Drive pedestrian crossover implementation.											
	52 C	voling	William Street	Separated Bike Lane	Build separated bike lanes in both directions on both sides of the road with associated lane markings and signage between Bay Street and Galloway Boulevard. This work should be coordinated with Project No. 7 - the William Street Cross-Section change, as well as coordinated	Arterial	2.0 5	5 Lincor Km	\$ 382,430	Rehab Addition	Mid-Term	50% \$	745,739 A+	\$ - \$ 745,739	\$ 372,869	\$ 372,869 Town
	52 0	ycillig	william Street	Separated bike Larie	with Project No. 23-26 which identify pedestrian crossover improvements along William Street at Bay Street, Hugel Avenue, Scott Street,	Artenar	2.0		φ 302,430	Reliab Addition	wid-renn	30% \$	745,759 AT	φ - φ /40,/39	\$ 3/2,009	\$ 372,009 TOWIT
-					and Hanly Street. Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between Victoria			+ +		+				+ + +		
	53 C	ycling	Penetanguishene road	Painted Bike Lane	Street and Yonge street. This work should be coordinated with Project No. 16 - the Penetanguishene Road / Hugel Avenue pedestrian	Collector	1.5 4	4 Linear Km	\$ 253,600	Rehab Addition	Short-Term	25% \$	375,328 A+	\$ - \$ 375,328	\$ 93,832	\$ 281,496 Town
					crossover implementation.		+	+ +						+ + +		
	54 C	ycling	Prospect Boulevard	Painted Bike Lane	Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between Highway 12 and Macdonald Road.	Local	1.0 4	4 Linear Km	\$ 253,600	Rehab Addition	Short-Term	25% \$	250,810 A+	\$ - \$ 250,810	\$ 62,703	\$ 188,108 Town
	55 C	ycling	Pratt Avenue	Painted Bike Lane	Build on-road painted bike lanes on both sides of the road in both directions with appropriate lane markings and signage between Galloway	Local	0.5 4	4 Linear Km	\$ 253,600	Rehab Addition	Short-Term	25% \$	119,953 A+	\$ - \$ 119,953	\$ 29,988	\$ 89,965 Town
-					Boulevard to New Road 2. Add sharrow pavement markings and associated signage in both directions between Bayshore Drive to yonge street. This work should be											
_		ycling	King Street	Signed Route	coordinated with the planned Downtown streetscape improvements.	Flex	0.7 1	1 Linear Km	,	Capital Investment	Short-Term	25% \$	2,527 A+	\$ - \$ 2,527	\$ 632	\$ 1,895 Town
-	57 C 58 C	, ,	Woodland Drive Montreal Street	Signed Route Signed Route	Add sharrow pavement markings and associated signage in both directions between Victoria street and Hugel Avenue. Add sharrow pavement markings and associated signage in both directions between Woodland Drive and Fourth Street.	Collector Local	0.8 1	1 Linear Km 1 Linear Km	\$ 3,700 \$ 3,700	Minor Addition Minor Addition	Short-Term Short-Term	25% \$ 25% \$	2,979 A+ 5,180 A+	\$ - \$ 2,979 \$ - \$ 5,180	\$ 745 \$ 1,295	\$ 2,234 Town \$ 3,885 Town
-		yoning	Monitear Oriect		Add sharrow pavement markings and associated signage in both directions between Bay Street and Yonge Street. This work should be	Loodi	1.4	I Einoar Kin	φ 0,700	Willion Addition	Chore renn	2070 0	0,100 A	φ - φ 0,100	φ 1,200 1	¢ 0,000 10011
	59 C	ycling	Fourth Street	Signed Route	coordinated between Project No. 6 - the Bay Street / Fourth Street signalized intersection implementation, as well as Project No. 17 - the	Collector	0.6 1	1 Linear Km	\$ 3,700	Minor Addition	Mid-Term	25% \$	2,220 A+	\$ - \$ 2,220	\$ 555	\$ 1,665 Town
-					Fourth Street / Hugel Avenue pedestrian crossover implementation. Add sharrow pavement markings and associated signage in both directions between Manly Street and William street. This work should be				A 0.700		01 J.T.	059/ 0			a	
_		ycling	Bay Street	Signed Route	coordinated with Project No. 23 - the William Street / Bay Street pedestrian crossover implementation.	Local	0.7 1	1 Linear Km	\$ 3,700	Minor Addition	Short-Term	25% \$	2,412 A+	\$ - \$ 2,412	\$ 603	\$ 1,809 Town
_	61 C		Keller Drive Birchwood Drive	Signed Route Signed Route	Add sharrow pavement markings and associated signage in both directions between Yonge Street and Russ Howard Drive. Add sharrow pavement markings and associated signage in both directions between William Street and Bayview Drive.	Local	1.0 1 1.2 1	1 Linear Km 1 Linear Km	\$ 3,700 \$ 3,700	Minor Addition Minor Addition	Mid-Term Short-Term	100% \$ 25% \$	3,534 A+ 4,570 A+	\$ - \$ 3,534 \$ - \$ 4,570	\$ 3,534 \$ 1,142	\$ - Town \$ 3,427 Town
-			Penetanguishene Road Multi-Use Pa		Build a bi-directional multi-use path between Vindin Street and Penetanguishene Road directly straight from Penetanguishene Road's	Off-Road	0.4 8	8 Linear Km	\$ 310.000	Capital Investment	Short-Term	75% \$	124,000 A+	\$ - \$ 124,000	\$ 93,000	\$ 31,000 Town
_	03 11	uuu=Ose Faut	renetanguishene road wull-ose ro		existing northern terminus.	Oll=Road	0.4 0		\$ 510,000	Capital Investment	Short-renn	1370 \$	124,000 A1	φ = φ 124,000	\$ 33,000	\$ 31,000 TOWN
	64 N	lulti-Use Path	Country Road 93	Multi-Use Path	Add a multi-use path on the east side of the road between North city limits and Yonge street. This work should be coordinated with Project No. 1 - the Vindin Street / County Road 93 intersection conversion to roundabout.	County	3.5 7	7 Linear Km	\$ 380,410	Rehab Addition	Short-Term	100% \$	1,339,043 EA Alread	y Completed \$ 1,339,043	\$ 1,339,043	\$ - County/MTO
	65 N	lulti-Use Path	Mud Lake Multi use trail	Multi-Use Path	Build a bi-directional multi-use path south of the Highway 12 employment lands between the existing County trail/ east Town limits and	Off-Road	4.9 8	8 Linear Km	\$ 310,000	Capital Investment	Long-Term	100% \$	1,525,200 A+	\$ - \$ 1,525,200	\$ 1,525,200	\$ - Town
-		ulti I I D - th	Here Davis Multimore Arrill	Marthi Llago Dath	looping around the south employment lands to connect with Highway 12 via Brebeuf Road. Build a bi-directional multi-use path on the Little Lake waterfront between just west of Sumac Lane and the existing eastern terminus of the	Off Deed		0 1	¢ 040.000		Mid Town	759/ 0	700.000 4.	¢ ¢ 700.000	¢ 544.705	t 400 575 Taura
_	66 N	luiti-Ose Path	Little Lake Park Multi use trail	Multi-Use Path	existing Little Lake Park trail.	Off-Road	2.3 8	8 Linear Km	\$ 310,000	Capital Investment	Mid-Term	75% \$	722,300 A+	\$ - \$ 722,300	\$ 541,725	\$ 180,575 Town
	67 N	lulti-Use Path	Highway 12	Multi-Use Path	Build a bi-directional multi-use path between Country Road 93 and the East city limits on both sides of the road with connections to the existing Mid Peninsula trail. Project No. 14 - the Highway 12 / Beamish Road signalized intersection implementation.	Highway	4.7 7	7 Linear Km	\$ 380,410	Capital Investment	Mid-Term	75% \$	1,787,927 A+	\$ - \$ 1,787,927	\$ 1,340,945	\$ 446,982 County/MTO
	68 N	lulti-Use Path	New Multi-Use path	Multi-Use Path	Build a bi-directional multi-use path between Hugel Avenue and Cook Drive. This will provide a key pedestrian/cyclist connection between	Off-Road	0.2 8	8 Linear Km	\$ 310,000	Capital Investment	Short-Term	25% \$	62,040 A+	\$ - \$ 62,040	\$ 15,510 \$	\$ 46,530 Town
-			McMurtry Road	Multi-Use Path	Georgian Bay District Secondary School and Yonge Street. Build a bi-directional multi-use path between the existing Little lake trails and king steet on the north side of the road.	Local	0.3 8	8 Linear Km	\$ 310,000	Rehab Addition	Short-Term	100% \$	107,613 A+	\$ - \$ 107,613	\$ 107,613	\$ - Town
	70 N	lulti-Use Path	Bay Street	Multi-Use Path	Build a bi-directional multi-use path between William Street and Aberdeen Boulevard on the north side of the road. This work should be	Collector	0.2 7	7 Linear Km	\$ 380,410	Capital Investment	Short-Term	75% \$	93,372 A+	\$ - \$ 93,372	\$ 70,029	\$ 23,343 Town
_					coordinated with Project No. 23 - the Bay Street / William Street pedestrian crossover implementation. Build a bi-directional multi-use path off-road between Aberdeen Boulevard and Pillsbury Drive through Quota Park to connect to the existing											
	71 ∣N	ulti-Use Path	Taylor Drive Trail	Multi-Use Path	mid peninsula trail just south of Riverwalk Place.	Local	1.2 9	9 Linear Km	\$ 175,000	Rehab Addition	Mid-Term	75% \$	211,750 A+	\$ - \$ 211,750	\$ 158,813	\$ 52,938 Town
	72 N	lulti-Use Path	New Multi-Use Path	Multi-Use Path	Build a bi-directional multi-use path off-road between Taylor Drive and William Street / Scott Street. This work should be coordinated with Project No. 25. the William Street / Scott Street projection prosperior implementation	Local	0.2 9	9 Linear Km	\$ 175,000	Rehab Addition	Mid-Term	75% \$	43,517 A+	\$ - \$ 43,517	\$ 32,638	\$ 10,879 Town
					Project No. 25 - the William Street / Scott Street pedestrian crossover implementation. Build a bi-directional multi-use path off-road between Yonge street and Highway 12. This will be on the west side of Little Lake within the old					1				1 1		
	73 🛛	lulti-Use Path	New Multi-Use trail	Multi-Use Path	hydro corridor. This work should be coordinated with Project No. 12 - the New Road 1 east-west collector road servicing the Hanson Development area	Off-Road	2.0 9	9 Linear Km	\$ 175,000	Capital Investment	Mid-Term	75% \$	350,700 A+	\$ - \$ 350,700	\$ 263,025	\$ 87,675 Town
	74 N	lulti-Use Path	Mid-Pen Multi-Use Path Connection	Multi-Use Path	Build a bi-directional multi-use path off-road between the existing Mid peninsula trail and Vindin Street.	Off-Road	1.1 9	9 Linear Km	\$ 175,000	Capital Investment	Long-Term	25% \$	194,250 A+	\$ - \$ 194,250	\$ 48,563 \$	\$ 145,688 Town
	75 N	lulti-Use Path	New Multi-Use Path Connection	Multi-Use Path	Build a bi-directional multi-use path off-road between the existing Mid peninsula trail and Brunelle Side Road.	Off-Road	0.9 9	_	\$ 175,000	Capital Investment	Long-Term	25% \$	152,250 A+	\$ - \$ 152,250	\$ 38,063	\$ 114,188 Town
-			Brunelle Side Road	Multi-Use Path	Build a bi-directional multi-use path within the road right-of-way between Murray Road and Fuller Avenue.	Collector	2.2 8	8 Linear Km		Rehab Addition	Long-Term	25% \$	682,000 A+	\$ - \$ 682,000	\$ 170,500	\$ 511,500 Town
-		edestrian edestrian	Ontario Street Victoris Street	Sidewalk (one side) Sidewalk (one side)	Ludlow St to Vindin street Dins Crescent Road to Eighth street	Local Local		2 Linear Km 2 Linear Km		Rehab Addition Rehab Addition	Short-Term Short-Term	0% \$ 0% \$	253,618 A+ 90,541 A+	\$ - \$ 253,618 \$ - \$ 90,541	\$ - 5 \$ - 5	\$ 253,618 Town \$ 90,541 Town
			Whitney Crescent	Sidewalk (one side)	Along Voctoris Street	Local		2 Linear Km	1	Rehab Addition	Short-Term	0% \$	82,533 A+	\$ - \$ 82,533	\$	\$ 82,533 Town
	80 P	edestrian	Edmond street	Sidewalk (one side)	Victoria street to bay view public school	Local	0.1 12	2 Linear Km	\$ 280,000	Rehab Addition	Short-Term	0% \$	39,732 A+	\$ - \$ 39,732	\$ - :	\$ 39,732 Town
		edestrian	Glen Bogie Crescent	Sidewalk (one side)		Local		2 Linear Km	1	Rehab Addition	Short-Term	0% \$	201,421 A+	\$ - \$ 201,421	\$ - !	+
-		edestrian edestrian	Birchdale Street Glen Mhor Crescent	Sidewalk (one side) Sidewalk (one side)	Glen Bogie Crescent to Howard Street	Local		2 Linear Km 2 Linear Km		Rehab Addition Rehab Addition	Short-Term Short-Term	0% \$ 0% \$	21,820 A+ 671,664 A+	\$ - \$ 21,820 \$ - \$ 671,664	<u>\$</u> -	\$ 21,820 Town \$ 671.664 Town
		edestrian	Quebec Street	Sidewalk (one side)	Ninth street to Eighth Street	Local		2 Linear Km		Rehab Addition	Short-Term	0% \$	143,430 A+	\$ - \$ 143,430	\$ - !	
		edestrian	St Andrews Drive	Sidewalk (one side)	Penetanguishene Road to County Road 93	Local		2 Linear Km		Rehab Addition	Short-Term	0% \$	156,923 A+	\$ - \$ 156,923	\$	\$ 156,923 Town
		edestrian edestrian	Glen Eagles Crescent Playfair Rd	Sidewalk (one side) Sidewalk (one side)	loop Woodland Drive to Margaret St	Local Local		2 Linear Km 2 Linear Km		Rehab Addition Rehab Addition	Short-Term Short-Term	0% \$ 0% \$	177,932 A+ 73,161 A+	\$ - \$ 177,932 \$ - \$ 73,161	\$	\$ 177,932 Town \$ 73,161 Town
-			Margaret St	Sidewalk (one side)	Playfair Road to Dominion Avenue	Local		2 Linear Km			Short-Term	0% \$	54,342 A+	\$ - \$ 54,342		
	89 P	edestrian	Dominion Avenue	Sidewalk (one side)	Carpenter Park Road to Eighth Street	Local	0.3 12	2 Linear Km	\$ 280,000	Rehab Addition	Short-Term	0% \$	73,167 A+	\$ - \$ 73,167	\$ - :	\$ 73,167 Town
		edestrian edestrian	Cavana Street	Sidewalk (one side)	Bay Street to Dominion Avenue	Local		2 Linear Km		Rehab Addition	Short-Term	0% \$	30,212 A+ 330,400 A+	\$ - \$ 30,212 \$ - \$ 330,400	\$ - :	
-		edestrian edestrian	Sundowner Rd Ingram Crescent	Sidewalk (one side) Sidewalk (one side)	Yonge street to Hugel Avenue Hugel Avenue to Hugel Avenue	Local Local		2 Linear Km 2 Linear Km		Rehab Addition Rehab Addition	Short-Term Short-Term	0% \$ 0% \$	123,158 A+	\$ - \$ 330,400 \$ - \$ 123,158	<u>s</u> - :	\$ 330,400 Town \$ 123,158 Town
	93 P	edestrian	Gervais Street	Sidewalk (one side)	Hugle Avenue to Georgian Bay District Secondary School	Local	0.1 12	2 Linear Km	\$ 280,000	Rehab Addition	Short-Term	0% \$	39,197 A+	\$ - \$ 39,197	\$ - :	\$ 39,197 Town
			Norene St	Sidewalk (one side)	Hugle Avenue to Yonge street	Local		2 Linear Km		Rehab Addition	Short-Term	0% \$	105,787 A+	\$ - \$ 105,787	\$ - 5	
		edestrian edestrian	George Street Olive Street	Sidewalk (one side) Sidewalk (one side)	Hugle avenue to Elizabeth Street Elizabeth Street to yonge street	Local Local		2 Linear Km 2 Linear Km		Rehab Addition Rehab Addition	Short-Term Short-Term	0% \$ 0% \$	59,391 A+ 60,872 A+	\$ - \$ 59,391 \$ - \$ 60,872	s - :	
	97 P	edestrian	John street	Sidewalk (one side)	Johnson street to Irwin street	Local	0.3 12	2 Linear Km	\$ 280,000	Rehab Addition	Short-Term	0% \$	72,705 A+	\$ - \$ 72,705	\$ - !	\$ 72,705 Town
_		edestrian	Colborne Street	Sidewalk (one side)	Johnson street to Irwin street	Local		2 Linear Km		Rehab Addition	Short-Term	0% \$	83,037 A+	\$ - \$ 83,037	\$ - 5	\$ 83,037 Town
-		edestrian edestrian	Jeanne Street Macartney Street	Sidewalk (one side) Sidewalk (one side)	Irwin street to William Street Irwin street to William Street	Local		2 Linear Km 2 Linear Km		Rehab Addition Rehab Addition	Short-Term Short-Term	0% \$ 0% \$	58,545 A+ 57,282 A+	\$ - \$ 58,545 \$ - \$ 57,282	<u>s</u> - :	\$ 58,545 Town \$ 57,282 Town
		edestrian	Ruby street	Sidewalk (one side)	Irwin street to William Street	Local	0.2 12	2 Linear Km	\$ 280,000	Rehab Addition	Short-Term	0% \$	56,675 A+	\$ - \$ 56,675	\$ - !	\$ 56,675 Town
		edestrian	William Street	Sidewalk (one side)	Add a sidewalk on the west side of William Street between Jeanne street and Bayview Drive.	Local		2 Linear Km			Short-Term	75% \$	269,772 A+	\$ - \$ 269,772	\$ 202,329	\$ 67,443 Town
		edestrian edestrian	Johnson street Hanly Street	Sidewalk (one side) Sidewalk (one side)	Ellen Street to Hanly Street Manly Street to William Street	Local		2 Linear Km 2 Linear Km		Rehab Addition Rehab Addition	Short-Term Short-Term	0% \$ 0% \$	128,422 A+ 179,340 A+	\$ - \$ 128,422 \$ - \$ 179,340	⇒ - ! s - !	\$ 128,422 Town \$ 179,340 Town
			Russell Street	Sidewalk (one side)	Robert Street to Hanly Street	Local		2 Linear Km	· · · · ·		Short-Term	0% \$	65,475 A+	\$ - \$ 65,475	\$ - 5	

106 Pedestrian	Scott Street	Sidewalk (one side)	sidewalk on the north side of Scott Street between Johnson street and William street. Work should be coordinated with Project No. 25 - the Scott Street / William Street pedestrian crossover implementation.	Local	0.5	1	2 Linear Km	\$ 280,00	Rehab Addition	Short-Term	0% \$	134,462	A+	\$-	\$ 134,462	\$ -	\$ 134,462	Town
107 Pedestrian	Hillcrest Lane	Sidewalk (one side)	Scott Street to Scott Street	Local	0.2	1	2 Linear Km	\$ 280,00	Rehab Addition	Short-Term	0% \$	55,488	A+	\$-	\$ 55,488	\$-	\$ 55,488	Town
108 Pedestrian	Norman Crescent	Sidewalk (one side)	Manly Street to Galloway Boulevard	Local	0.3	1	2 Linear Km	\$ 280,00) Rehab Addition	Short-Term	0% \$	92,890	A+	\$-	\$ 92,890	\$-	\$ 92,890	Town
109 Pedestrian	Cedar Street	Sidewalk (one side)	Manly Street to Lescaut Road	Local	0.3	1	2 Linear Km	\$ 280,00	Rehab Addition	Short-Term	0% \$	94,584	A+	\$-	\$ 94,584	\$ -	\$ 94,584	Town
110 Pedestrian	Randles Crescent	Sidewalk (one side)	Lescaut Road to Lescaut Road	Local	0.4	1	2 Linear Km	\$ 280,00	Rehab Addition	Short-Term	0% \$	118,504	A+	\$-	\$ 118,504	\$-	\$ 118,504	Town
111 Pedestrian	Sheridan St	Sidewalk (one side)	Randles Crescent to Lescaut Road	Local	0.1	1	2 Linear Km	\$ 280,00	Rehab Addition	Short-Term	0% \$	37,058	A+	\$-	\$ 37,058	\$-	\$ 37,058	Town
112 Pedestrian	Harvey Avenue	Sidewalk (one side)	Lescaut Road to Chaingate Drive	Local	0.1	1	2 Linear Km	\$ 280,00	Rehab Addition	Short-Term	0% \$	40,323	A+	\$-	\$ 40,323	\$-	\$ 40,323	Town
113 Pedestrian	Prospect Blvd	Sidewalk (one side)	Macdonald Rad to King street	Local	0.8	1	2 Linear Km	\$ 280,00	Rehab Addition	Short-Term	0% \$	230,703	A+	\$-	\$ 230,703	\$ -	\$ 230,703	Town
114 Pedestrian	Everton Road	Sidewalk (one side)	Sunnyside Drive to Bayport Blvd	Local	0.9	1	2 Linear Km	\$ 280,00	Rehab Addition	Mid-Term	0% \$	264,186	A+	\$-	\$ 264,186	\$ -	\$ 264,186	Town
115 Pedestrian	Yonge street	Sidewalk (one side)	County Road 93 to Russ Howard Drive	Local	0.7	1	2 Linear Km	\$ 280,00	0 Rehab Addition	Mid-Term	0% \$	184,047	A+	\$-	\$ 184,047	\$ -	\$ 184,047	Town
116 Pedestrian	Aberdeen Blvd	Sidewalk (one side)	Bay street to Riverwalk PI	Local	2.0	1	2 Linear Km	\$ 280,00	Rehab Addition	Mid-Term	0% \$	548,800	A+	\$-	\$ 548,800	\$ -	\$ 548,800	Town
117 Pedestrian	Russ Howard Dr	Sidewalk (one side)	Keller Dr to yonge street	Local	0.3	1	2 Linear Km	\$ 280,00	Rehab Addition	Mid-Term	0% \$	81,768	A+	\$-	\$ 81,768	\$ -	\$ 81,768	Town
118 Pedestrian	Keller Dr	Sidewalk (one side)	Yonge street Russ Howard Dr	Local	0.4	1	2 Linear Km	\$ 280,00	Rehab Addition	Mid-Term	0% \$	121,948	A+	\$-	\$ 121,948	\$ -	\$ 121,948	Town
119 Pedestrian	Birchwood Dr	Sidewalk (one side)	BayView Drive to Wilson Pkwy	Local	0.5	1	2 Linear Km	\$ 280,00	Rehab Addition	Mid-Term	0% \$	129,186	A+	\$-	\$ 129,186	\$ -	\$ 129,186	Town
120 Pedestrian	William Street	Sidewalk (one side)	Continuation of the existing sidewalk on the east side of William Street between Southwinds Crescent and the South city limit.	Local	0.9	1	2 Linear Km	\$ 280,00	Rehab Addition	Mid-Term	75% \$	249,889	A+	\$-	\$ 249,889	\$ 187,417	\$ 62,472	Town
121 Pedestrian	Pillsbury Dr	Sidewalk (one side)	William Street to Streit Manufacturing Inc	Local	0.4	1	2 Linear Km	\$ 280,00	Rehab Addition	Mid-Term	100% \$	112,378	A+	\$-	\$ 112,378	\$ 112,378	\$-	Town
122 Pedestrian	Beamish Rd	Sidewalk (one side)	Highway 12 to Macdonald Rd	Local	0.4	1	2 Linear Km	\$ 280,00	Rehab Addition	Mid-Term	0% \$	106,800	A+	\$-	\$ 106,800	\$ -	\$ 106,800	Town