

Appendix A | Recommended
Project Costs
and
Prioritization

Unit Price Schedule

ID	Description	Unit	2024 Unit Value	Comments/Assumptions
1	Signed Bike Route with Sharrow Lane Markings	Linear km	\$ 11,760	Price for both sides of the road, includes route signs every 330m, and sharrow stencil every 75m as per Ministry Guidelines.
2	Signed Bike Route with Buffered Paved Shoulder in conjunction with existing road reconstruction / resurfacing	Linear km	\$ 417,220	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	\$ 32,760	Price for both sides of the road, includes signs, stencils, and edge line. Price is for thermoplastic paint.
4	Conventional 1.5m-1.8m Bicycle Lanes in Conjunction with a New Road or Road Reconstruction Project	Linear km	\$ 365,980	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	\$ 525,820	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	\$ 809,850	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 excluded and are project specific and will impact unit price.
7	New Hard Surface Off-Road Multi-Use Trail Outside of Road Right-of-Way	Linear km	\$ 484,020	3.0m wide hard surface pathway (asphalt) within park setting (normal conditions) 90mm asphalt depth. Price depends of scale / complexity of project. Excludes drainage features and landscaping
8	Granular Surface Off-Road Multi-Use Trail Outside of Road Right-of-Way	Linear km	\$ 233,300	3.0m wide, compacted stone dust surface normal site conditions. Price depends of scale / complexity of project. Excludes drainage features and landscaping
9	Sidewalk, New Construction, Single Side of Roadway, Adjacent to Curb	Linear km	\$ 463,170	Price for 1.8m concrete sidewalk. Include site prep., select utility relocation, minor drainage modifications / traffic control.
10	Trail Crossing Safety Improvements	each	\$ 37,315	Includes high-visibility painted crosswalk
11	Roundabout, New Construction	each	\$ 1,268,453	Price to construct a roundabout. Includes removals and streetlighting. Does not include landscaping or servicing infrastructure.
12	Signalized Intersection	each	\$ 400,000	Includes only the capital and installation costs of new traffic signals. Does not include geometric modifications, removals, streetlighting, landscaping, or servicing infrastructure.
13	Widen and Add Lanes to a Two-Lane Non-Local Roadway	Linear km	\$ 3,834,646	All-inclusive price to widen an existing roadway per Ministry of Transportation of Ontario parametric estimating guide.
14	Construct a New or Extend an Existing Two-Lane Non-Local Roadway	Linear km	\$ 3,222,060	All-inclusive price to create or extend an existing roadway per Ministry of Transportation of Ontario parametric estimating guide.
15	Construct a New or Extend an Existing Urban Local Street	Linear km	\$ 3,058,227	All-inclusive price to create or extend an existing local street per City of Ottawa development cost.
16	Two Way Active Transportation Multi-Use path within road right-of-way	Linear km	\$ 471,300	3.0m wide hard surface pathway (asphalt) within road right of way (no utility relocations). Price assumes existing sidewalk to be removed.
16b	Two Way Active Transportation Multi-Use path within road right-of-way	Linear km	\$ 400,650	2.5m wide hard surface pathway (asphalt) within road right of way (no utility relocations). Price assumes existing sidewalk to be removed.

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

Transportation Improvement Projects and Evaluation Scores

Mode	ID	Facility	Roadway	Description	Limits	Linear KM	Construction Cost	Environmental Assessment Class	Project Evaluation								Total Score	Phase
									Network Connectivity	Network Balance and Resilience	Access to Destinations	System Safety and Accessibility	Environmental and Cultural Heritage	Existing Policy Alignment	Implementation Cost and Complexity	Development, Growth, and Travel Demand		
Cycling Facilities	PSA1	Signed Route	Fawcett Avenue	Signed cycling route with signage and sharrow markings on the roadway both directions.	Between County Road 49 in the east and the terminus of Fawcett Avenue in the west (proposed Fawcett Avenue Extension Multi-Use Path).	0.4	\$4,410	Exempt	3	3	2	2	4	3	4	1	22	<5
	PSA2	Signed Route	McFarland Drive	Signed cycling route with signage and sharrow markings on the roadway both directions.	Between Picton Main Street in the east and McDonald Drive (Millennium Trail Stub) in the west.	0.4	\$4,539	Exempt	3	3	2	2	4	3	4	1	22	<5
	PSA3	Signed Route	Spencer and Hill Streets	Signed cycling route with signage and sharrow markings on the roadway both directions.	Between Picton Main Street in the north and Johnson Street in the south.	0.9	\$10,737	Exempt	3	3	2	2	4	3	4	1	22	<5
	PSA4	Signed Route	Johnson Street	Signed cycling route with signage and sharrow markings on the roadway both directions.	Between Picton Main Street in the east and Queen Street in the west.	0.3	\$3,822	Exempt	3	3	2	2	4	4	4	2	24	<5
	PSA5	Signed Route	Queen Street	Signed cycling route with signage and sharrow markings on the roadway both directions.	Between Johnson Street in the north and Downes Avenue in the south.	0.8	\$9,643	Exempt	3	3	3	2	4	3	4	1	23	<5
	PSA6	Signed Route	Paul Street	Signed cycling route with signage and sharrow markings on the roadway both directions.	Between Barker Street in the east and the terminus of Paul Street in the west (proposed Paul Street Extension Multi-Use Path).	0.5	\$5,880	Exempt	2	3	3	2	4	3	4	1	22	<5
	PSA7	Signed Route	Downes Avenue	Signed cycling route with signage and sharrow markings on the roadway both directions.	Between Queen Street in the east and Curtis Street in the west.	0.5	\$5,480	Exempt	2	3	3	2	4	4	4	2	24	<5
	PSA8	Signed Route	Curtis Street	Signed cycling route with signage and sharrow markings on the roadway both directions.	Between Downes Avenue in the north and Talbot Street in the south.	0.4	\$4,657	Exempt	3	3	4	2	4	3	4	1	24	<5
	PSA9	Signed Route	West Mary Street and Jackson Lane	Signed cycling route with signage and sharrow markings on the roadway both directions.	Between the proposed Delphi Park Multi-Use Path in the east and Lake Street in the west.	0.6	\$7,338	Exempt	4	4	4	2	4	4	4	2	28	<5
	PSA10	Signed Route	Mary, and York Streets	Signed cycling route with signage and sharrow markings on the roadway both directions.	Between Church Street in the east and the proposed Delphi Park Multi-Use Path in the west.	0.8	\$9,326	Exempt	4	4	4	2	4	4	4	2	28	<5
	PSA11	Paved Shoulder	Union Street	Painted bike lane with signage and cycling lane markings both directions.	Between east of John Street in the east and Church Street in the west.	0.4	\$12,940	Exempt	4	4	4	3	4	4	3	2	28	<5
	PSA12	Paved Shoulder	Paul Street	Painted bike lane with signage and cycling lane markings both directions.	Between King Street in the east and Barker Street in the west.	0.4	\$12,318	Exempt	2	3	4	3	4	3	3	1	23	<5
	PSA13	Paved Shoulder	Talbot Street	Connection of striping to denote paved shoulder on both sides of the roadway	Approximately 100 metres on either side of George Wright Boulevard/Markland Avenue.	0.2	\$6,683	Exempt	4	4	4	3	4	4	3	2	28	<5
	PSA14	Paved Shoulder	Church Street	Buffered Paved shoulder with signage on both sides of the roadway.	Between Old Church Street in the north and London Avenue in the south.	0.8	\$344,207	Exempt	3	3	4	4	4	4	2	4	28	5-10
	PSA15	Paved Shoulder	County Road 1	Buffered Paved shoulder with signage on both sides of the roadway.	Between County Road 10 in the east and Provincial Highway 33 in the west.	1.7	\$725,963	Exempt	3	3	3	4	4	4	2	3	26	5-10
	PSA16	Paved Shoulder	County Road 8	Buffered Paved shoulder with signage on both sides of the roadway.	From east of John Street in the west to the eastern Settlement Area boundary and beyond.*	0.5	\$226,550	Exempt	3	3	3	4	4	4	2	2	25	5-10
	PSA17	Paved Shoulder	County Road 10	Buffered Paved shoulder with signage on both sides of the roadway.	From the County Roads Department facility in the north to the southern Settlement Area boundary (County Road 22) and beyond.*	1.4	\$592,452	Exempt	3	3	3	4	4	4	2	4	27	5-10
	PSA18	Paved Shoulder	County Road 22	Buffered Paved shoulder with signage on both sides of the roadway.	From Kingsley Road in the north to existing paved shoulders along County Road 22.	1.2	\$509,008	Exempt	3	3	4	4	4	4	2	4	28	5-10
Multi-Use Facilities	PSA19	Multi-Use Path	Delhi Park Connections	New Multi-Use Path to provide direct bicycle and pedestrian connections between Downtown Picton and the Heights Development Area per the Delhi Park Community Connections Plan (Phase 1). Includes lengths of standard at-grade facilities and a yet-to-be-determined design to negotiate significant grade differences.	From County Road 22 in the south through Delhi Park to Mary Street.	1.7	\$681,105	Exempt	4	4	4	2	3	3	2	3	25	5-10
	PSA20	Multi-Use Path	Delhi Park Connections	New Multi-Use Path to provide direct bicycle and pedestrian connections between Downtown Picton and the Heights Development Area per the Delhi Park Community Connections Plan (later phase). Includes lengths of standard at-grade facilities and a yet-to-be-determined design to negotiate significant grade differences.	From County Road 22 in the south through Delhi Park to connections with Ferguson Street, Bowery Street, and the Mary Street Parking Lot.	1.3	\$500,813	Exempt	4	4	4	2	3	3	2	3	25	10-20
	PSA21	Multi-Use Path	Marsh Creek Path	New Multi-Use Path described in the Delhi Park Community Connections plan to provide direct and separated bicycle and pedestrian connections between Delhi Park and Picton Harbour.	From York Street in the south through Marsh Creek Park to Bridge Street in the north	0.2	\$92,150	Exempt	4	4	4	2	3	3	2	3	25	5-10
	PSA22	Multi-Use Path	County Road 22	New Multi-Use Path to provide bicycle and pedestrian connections between Base31 and Picton Heights.	Between London Avenue in the north and Kingsley Road in the south.	0.6	\$245,598	Exempt	3	4	3	3	4	4	2	3	26	5-10
	PSA23	Multi-Use Path	County Road 49	New bi-directional Multi-Use Path to provide direct and separated cycling infrastructure between the northern terminus of the Millennium Trail and the proposed Picton cycling network.	Between the Millennium Trail in the north and McFarland Drive in the south.	2.2	\$865,404	Exempt	2	4	3	4	4	4	2	2	25	5-10
	PSA24	Multi-Use Path	Lake Street	New bi-directional Multi-Use Path to provide direct and separated cycling infrastructure between proposed rural improvements and the proposed Picton cycling network.	Between West Mary Street (Millennium Trail trailhead) in the north and the County Roads Department facility in the south.	0.4	\$166,270	Exempt	2	4	3	4	4	4	3	2	26	<5
	PSA25	Multi-Use Path	Bridge Street	New bi-directional Multi-Use Path to provide direct and separated cycling infrastructure between paved shoulder portions of Provincial Highway 33 and the proposed Picton cycling network.	From south of Laird Lane in the north (end of paved shoulders) to Church Street in the south.	0.7	\$288,869	Exempt	2	4	4	4	4	4	3	2	27	<5
	PSA26	Multi-Use Path	Church Street	Per the proposed Church Street roadway reconfiguration, new bi-directional Multi-Use Path to separate cycling infrastructure parallel to a forseen high-activity corridor.	Between Bridge Street in the north and Old Church Street in the south.	0.5	\$205,133	Included in any necessary EA for Church Street reconstruction	2	4	3	4	4	4	1	4	26	10-20
	PSA27	Multi-Use Path	Fawcett Avenue Extension	New Multi-Use Path to provide neighborhood bicycle and pedestrian connection to the Millennium Trail	Between Fawcett Avenue in the east and the Millennium Trail in the west.	0.3	\$120,195	Exempt	4	3	3	3	3	3	3	2	24	<5
	PSA28	Multi-Use Path	Paul Street Extension	New Multi-Use Path to provide neighborhood bicycle and pedestrian connection to the Millennium Trail	Between Paul Street in the east and the Millennium Trail in the west.	0.2	\$96,156	Exempt	4	3	3	3	3	3	3	2	24	<5
	PSA29	Multi-Use Path	Upper Lake Street	New Multi-Use Path to provide neighborhood bicycle and pedestrian connection to the Millennium Trail	Between Lake Street in the east and the Millennium Trail spur access point in the west.	0.2	\$69,312	Exempt	2	2	2	2	4	4	3	2	21	<5
	PSA30	Multi-Use Path	George Wright Boulevard Extension	Per the proposed George Wright Boulevard roadway extension, new bi-directional Multi-Use Path to separate pedestrian and cycling infrastructure parallel to a forseen high-activity corridor.	Between Provincial Highway 33 in the north and County Road 1 in the south.	0.9	\$376,611	Included in any necessary EA or Planning Application for George Wright Boulevard Extension	4	4	4	3	2	2	1	4	24	10-20
	PSA31	Multi-Use Path	County Road 22 Extension	Per the proposed County Road 22 roadway extension, new bi-directional Multi-Use Path to separate pedestrian and cycling infrastructure parallel to a forseen high-activity corridor.	From County Road 10 in the east turning north to County Road 1.	0.7	\$300,087	Included in any necessary EA for County Road 22 Extension	4	4	4	3	2	2	1	4	24	10-20
	PSA32	Roadway Crossing Enhancements (Trail)	County Road 1/Sandy Hook Road	Safety enhancements including solar and battery powered flashing beacons, high visibility pavement markings, and signage	Where the Millennium Trail crosses County Road 1.	N/A	\$37,315	Exempt	2	3	2	4	4	3	3	1	22	<5

PSA33	Roadway Crossing Enhancements (Trail)	Provincial Highway 33	Safety enhancements including solar and battery powered flashing beacons, high visibility pavement markings, and signage	Where the Millennium Trail crosses the Loyalist Parkway.	N/A	\$37,315	Exempt	2	3	2	4	4	3	3	1	22	<5
PSA34	Roadway Crossing Enhancements (Trail)	County Road 4/Talbot Street	Safety enhancements including solar and battery powered flashing beacons, high visibility pavement markings, and signage	Where the Millennium Trail crosses County Road 4.	N/A	\$37,315	Exempt	2	3	2	4	4	3	3	1	22	<5
PSA35	Roadway Crossing Enhancements (Trail)	County Road 5/Johnson Street	Safety enhancements including solar and battery powered flashing beacons, high visibility pavement markings, and signage	Where the Millennium Trail crosses County Road 5.	N/A	\$37,315	Exempt	2	3	2	4	4	3	3	1	22	<5
PSA36	Roadway Crossing Enhancements (Trail)	County Road 49	Safety enhancements including solar and battery powered flashing beacons, high visibility pavement markings, and signage	Where the Millennium Trail crosses County Road 49 at the White Chapel trail head.	N/A	\$37,315	Exempt	2	3	2	4	4	3	3	1	22	<5

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									Network Connectivity	Network Balance and Resilience	Access to Destinations	System Safety and Accessibility	Environmental and Cultural Heritage	Existing Policy Alignment	Implementation Cost and Complexity	Development, Growth, and Travel Demand		
Roadways	PSA37	Roadway Reconfiguration	Church Street	Complete reconstruction and reallocation of right-of-way to support multimodal needs including freight movement. Will have an accompanying Multi-Use Path on one side of the road.	Between Bridge Street in the north and Old Church Street in the south.	0.5	\$1,649,695	Exempt	2	2	3	4	4	4	1	4	24	10-20
	PSA38	Roadway Extension	George Wright Boulevard Extension	New two-lane roadway to more directly link the Heights Development Area to Main Street Picton in tandem with the County Road 22 Extension. Will have an accompanying Multi-Use Path on one side of the road.	Between Provincial Highway 33 in the north and County Road 1 in the south.	0.9	\$5,495,349	Schedule C or Planning Application (Integrated EA)	4	3	4	3	2	2	1	4	23	10-20
	PSA39	Roadway Extension	County Road 22 Extension	New two-lane roadway to more directly link the Heights Development Area area to Main Street Picton in tandem with the George Wright Boulevard Extension. Will have an accompanying Multi-Use Path on one side of the road.	From County Road 10 in the east turning north to County Road 1.	0.7	\$4,930,880	Schedule C	4	3	4	3	2	2	1	4	23	10-20
	PSA42	Roadway Reconstruction	May Road	Complete reconstruction within the current right-of-way to upgrade the roadway to higher standards that eliminate the need for spring load restrictions.	Between County Road 4 in the north and County Road 1 in the south.	2.4	\$7,765,165	Exempt	2	3	2	3	3	3	1	2	19	10-20
	PSA43	Roadway Reconstruction	County Road 1	Complete reconstruction within the current right-of-way to upgrade the roadway to higher standards that eliminate the need for spring load restrictions.	From County Road 10 in the east to Provincial Highway 62 in the west.	10.6	\$34,121,615	Exempt	2	3	2	3	3	3	1	4	21	10-20
	PSA44	Roadway Reconstruction	County Road 4	Complete reconstruction within the current right-of-way to upgrade the roadway to higher standards that eliminate the need for spring load restrictions.	From County Road 34 in the east to May Road in the west.	1.6	\$4,994,193	Exempt	2	3	2	3	3	3	1	2	19	10-20
	PSA45	Roadway Reconstruction	County Road 5	Complete reconstruction within the current right-of-way to upgrade the roadway to higher standards that eliminate the need for spring load restrictions.	From County Road 6 in the north to County Road 34 in the south.	2.3	\$7,346,297	Exempt	2	3	2	3	3	3	1	2	19	10-20
	PSA46	Roadway Reconstruction	County Road 6	Complete reconstruction within the current right-of-way to upgrade the roadway to higher standards that eliminate the need for spring load restrictions.	From County Road 49 in the east to County Road 5 in the west.	0.9	\$2,993,294	Exempt	2	3	2	3	3	3	1	2	19	10-20
	PSA47	Roadway Reconstruction	County Road 10	Complete reconstruction within the current right-of-way to upgrade the roadway to higher standards that eliminate the need for spring load restrictions.	From County Road 1 in the north to County Road 22 in the south.	0.4	\$1,288,824	Exempt	2	3	2	3	3	3	1	4	21	10-20
	PSA48	Roadway Reconstruction	County Road 22	Complete reconstruction within the current right-of-way to upgrade the roadway to higher standards that eliminate the need for spring load restrictions.	From Provincial Highway 33 (Bridge Street) in the north to County Road 10 in the south.	3.2	\$10,439,474	Exempt	2	3	2	3	3	3	1	4	21	10-20
	PSA49	Roadway Reconstruction	County Road 34	Complete reconstruction within the current right-of-way to upgrade the roadway to higher standards that eliminate the need for spring load restrictions.	From County Road 5 in the east to County Road 4 in the west.	1.2	\$3,834,251	Exempt	2	3	2	3	3	3	1	2	19	10-20
	PSA50	Intersection Signalization	Bridge Street/Church Street	Upgrade existing intersection to a signalized intersection synchronized with intersections at Union Street and Picton Main Street.	At the intersection of Bridge Street (Highway 33) and Church Street (CR 22).	N/A	\$400,000	Exempt	3	2	4	3	4	3	2	3	24	5-10
	PSA51	Intersection Realignment	Walton Street/Ferguson Street/Chapel Street/Main Street	Intersection geometry and traffic flow assessment and associated improvements to reduce conflict and congestion.	At the intersection of Walton, Ferguson, Chapel, and Main Streets.	N/A	\$2,500,000	Schedule B	2	2	2	3	3	2	4	2	20	10-20
	PSA52	Intersection Modifications	Bridge Street/Union Street	Intersection geometry and traffic flow assessment and associated improvements to reduce conflict and congestion including potential signalization and synchronization with intersections at Church Street and Picton Main Street.	At the intersection of Bridge Street (Highway 33) and Union Street (CR 8).	N/A	\$950,000	Exempt	3	2	3	3	4	3	2	3	23	<5
	PSA53	Intersection Modifications	County Road 49/County Road 6	Intersection geometry assessment and associated improvements to comfortably accommodate large freight design vehicles.	At the intersection of County Road 49 and County Road 6.	N/A	\$950,000	Exempt	2	3	2	3	3	3	2	2	20	<5
	PSA54	Intersection Modifications	County Road 6/County Road 5	Intersection geometry assessment and associated improvements to comfortably accommodate large freight design vehicles.	At the intersection of County Road 6 and County Road 5.	N/A	\$950,000	Exempt	2	3	2	3	3	3	2	2	20	<5
	PSA55	Intersection Modifications	County Road 5/County Road 34	Intersection geometry assessment and associated improvements to comfortably accommodate large freight design vehicles.	At the intersection of County Road 5 and County Road 34.	N/A	\$950,000	Exempt	2	3	2	3	3	3	2	2	20	<5
	PSA56	Intersection Modifications	County Road 34/County Road 4	Intersection geometry assessment and associated improvements to comfortably accommodate large freight design vehicles.	At the intersection of County Road 34 and Old Belleville Road (CR 4).	N/A	\$950,000	Exempt	2	3	2	3	3	3	2	2	20	<5
	PSA57	Intersection Modifications	County Road 4/May Road	Intersection geometry assessment and associated improvements to comfortably accommodate large freight design vehicles.	At the intersection of Old Belleville Road (CR 4) and May Road.	N/A	\$950,000	Exempt	2	3	2	3	3	3	2	2	20	<5
	PSA58	Intersection Modifications	May Road/County Road 1/Mallory Road	Intersection geometry assessment and associated improvements to comfortably accommodate large freight design vehicles.	At multiple offset intersections at the junction of May Road, County Road 1, and Mallory Road.	N/A	\$950,000	Exempt	2	3	2	3	3	3	2	2	20	<5
	PSA59	Intersection Modifications	Mallory Road/Provincial Highway 33	Intersection geometry assessment and associated improvements to comfortably accommodate large freight design vehicles.	At the intersection of Mallory Road and Provincial Highway 33.	N/A	\$950,000	Exempt	2	3	2	3	3	3	2	2	20	<5
	PSA60	Intersection Modifications	County Road 1/County Road 10	Intersection geometry assessment and associated improvements to comfortably accommodate large freight design vehicles dependent on selected roadway extensions.	At the intersection of County Road 1 and County Road 10.	N/A	\$950,000	Exempt	2	3	3	3	3	3	2	4	23	<5
	PSA61	Intersection Modifications	County Road 10/County Road 22	Intersection geometry assessment and associated improvements to comfortably accommodate large freight design vehicles dependent on selected roadway extensions.	At the intersection of County Road 10 and County Road 22.	N/A	\$950,000	Exempt	2	3	3	3	3	3	2	4	23	<5

Special Highlighted Entries

- XX** - Includes a length of County Road 1 that extends beyond the study area to Highway 62, reflecting the more common approach of trucks from the West.
- SX** - Reflects cost uncertainty of projects related to intersection assessments and modifications in support of preferred and alternate truck routes. Cost estimates are maximum figures for full geometric reconfiguration. Assessment is likely to yield Cost reductions dependent on location needs.
- X** - Reflects uncertainty regarding the final length, configuration, facility type, and costs of a multi-use path linking Downtown Picton to the Heights Development Area as described in the Delhi Park Community Connections Active Transportation Plan 2034. Costs are likely to increase due to structural needs related to a large grade change once routing and design considerations are finalized.