

Speedvale Avenue Preliminary Estimate

17-Jun-15

	Option 1	Option 2	Option 3	Recommended	June 2 IDE Committee Option Review Request (Option 1 with underground hydro and minimum lane widths)
ROAD RECONSTRUCTION					
SUB-TOTAL ROAD CONSTRUCTION	\$4,083,000	\$3,956,000	\$3,831,000	\$4,019,000	\$4,083,000
SPEEDVALE BRIDGE	\$2,350,000.00	\$2,350,000.00	\$2,350,000.00	\$2,350,000.00	\$2,350,000.00
PEDESTRIAN BRIDGE AT EMMA/EARL	\$1,130,000.00	\$1,130,000.00	\$1,130,000.00	\$1,130,000.00	\$1,130,000.00
SUB - TOTAL CONSTRUCTION	\$7,563,000.00	\$7,436,000.00	\$7,311,000.00	\$7,499,000.00	\$7,563,000.00
PROPERTY ACQUISITION	\$4,538,000.00	\$4,538,000.00	\$0.00	\$2,269,000.00	\$3,404,000.00
HYDRO RELOCATION	\$250,000.00	\$250,000.00	\$0.00	\$925,000.00	\$2,775,000.00
STREET LIGHTING	\$100,000.00	\$100,000.00	\$0.00	\$125,000.00	\$250,000.00
ENGINEERING	\$1,135,000.00	\$1,116,000.00	\$1,097,000.00	\$1,125,000.00	\$1,135,000.00
CONTINGENCY	\$757,000.00	\$744,000.00	\$731,000.00	\$750,000.00	\$757,000.00
TOTAL	\$14,343,000.00	\$14,184,000.00	\$9,139,000.00	\$12,693,000.00	\$15,884,000.00

See details and descriptions on next page

Option 1 included 3m of property across the south side of Speedvale and 5m across the north side of Speedvale. The hydro would be above ground in both cases. Bike lanes would be included and left turn lanes added at Delhi and Metcalfe. Traffic signals would be replaced at Delhi, Metcalfe would not receive traffic signals. 1.5m Sidewalks would be replaced on both sides of Speedvale. Traffic lanes would be 3.35m wide.

Option 2 included 3m of property across the south side of Speedvale and 5m across the north side of Speedvale. The hydro would be above ground in both cases. Bike lanes would not be included in this option. Left turn lanes would be added at Delhi and Metcalfe. Traffic signals would be replaced at Delhi, Metcalfe would not receive traffic signals. 1.5m Sidewalks would be replaced on both sides of Speedvale. Traffic lanes would be 3.35m wide.

Option 3 was the 3 lane option and it would not require any property as the road would fit within the existing curb alignment. This option would include bike lanes. Sidewalk would be replaced on both sides of Speedvale. Traffic lanes would be 3.35m wide. Hydro would not need to be replaced or relocated.

Recommended Option was the combination of 1 & 2 that was used to generate the real estate cost estimate for land + expropriation value. It included 1m of property across the south side of Speedvale and a widening at Delhi on the north side to allow the installation of left turn lanes. require any property as the road would fit within the existing curb alignment. Bike lanes would be added from Woolwich to Riverside Park. No bike lanes east of Riverside Park. Sidewalks would be added on both sides of the street. Traffic lanes would be 3.35m wide. Hydro would be overhead on the south side and underground on the north side.

The June 2 IDE Committee Option Review Request (Option 1 with underground hydro and minimum lane widths) includes underground hydro on both sides of Speedvale. Underground hydro costs are higher for this option since in addition to hydro being relocated underground on both sides of Speedvale, the local hydro distribution to each property will also need to be relocated underground. Transformer pad locations will also need to be included in the design for underground hydro which will result in property impacts to be determined at detailed design stage. The property cost was estimated based on Option 1 and the Recommended Option costs.