

# **Appendix D – Detailed Evaluation of Alternative Design Solutions**

Table 1.2 – Evaluation of Design Plan Alternatives						
NOTE: ALL ALTERNATIVES INCLUDE WIDENING, A CENTRE TWO WAY LEFT TURN LANE AND MEDIAN ISLANDS AT INTERSECTIONS						
EVALUATION CRITERIA	PLAN OPTION NO. 1 WIDENING EQUALLY ABOUT EXISTING CENTERLINE WITH 4m WIDE CONTINUOUS LEFT TURN LANE WITH EXISTING SIDEWALKS AND ON STREET BIKE LANES MAINTAINED	PLAN OPTION NO. 2 WIDENING EQUALLY ABOUT EXISTING CENTERLINE WITH 5m WIDE CONTINUOUS LEFT TURN LANE WITH EXISTING SIDEWALKS AND ON STREET BIKE LANES MAINTAINED	PLAN OPTION NO. 3 WIDENING EQUALLY ABOUT EXISTING CENTERLINE WITH 4m WIDE CONTINUOUS LEFT TURN LANE & 3m MULTI-USE TRAIL ON EACH SIDE	PLAN OPTION NO. 4 WIDEN EXISTING ROAD ON WEST SIDE ONLY WITH 4m WIDE CONTINUOUS LEFT TURN LANE & 3m MULTI-USE TRAIL ON EACH SIDE	PLAN OPTION NO. 5 WIDEN EQUALLY ABOUT EXISTING CENTERLINE WITH 4m WIDE CONTINUOUS LEFT TURN LANE & 1.80m SEPARATED BIKE LANES & 1.50m SIDEWALKS ON BOTH SIDES	PLAN OPTION NO. 6 WIDEN EQUALLY ABOUT EXISTING CENTERLINE WITH 4m WIDE CONTINUOUS LEFT TURN LANE & 1.80m BLVD. CYCLE TRACK & 1.5 m SIDEWALKS ON BOTH SIDES*
<b>LEGEND:</b> LEAST PREFERRED ○ (0 Pts.)   ◐ (1 Pts.)   ◑ (2 Pts.)   ◒ (3 Pts.)   ● MOST PREFERRED (4 Pts.)						
<b>1. Traffic Capacity, Operations, Safety</b>						
<b>Existing Traffic</b> How does the alternative serve the current volume of vehicular, pedestrian and cycling traffic?	● A widened Gordon Street including on road cycling and sidewalk on east and west side will serve the current vehicle, pedestrian and cycling needs. (See Active Transportation factors for further evaluation.)	● A widened Gordon Street including on road cycling and sidewalk on east and west side will serve the current vehicle, pedestrian and cycling needs. (See Active Transportation factors for further evaluation.)	● A widened Gordon Street including multi-use trail on east and west side will serve the current vehicle, pedestrian and cycling needs. (See Active Transportation factors for further evaluation.)	● A widened Gordon Street including multi-use trail on east and west side will serve the current vehicle, pedestrian and cycling needs. (See Active Transportation factors for further evaluation.)	● A widened Gordon Street including separated bike path on east and west side will serve the current vehicle, pedestrian and cycling needs. (See Active Transportation factors for further evaluation.)	● A widened Gordon Street including boulevard cycle track and separate sidewalk on east and west side will serve the current vehicle, pedestrian and cycling needs. (See Active Transportation factors for further evaluation.)
<b>Forecasted Traffic/Transportation Network</b> Does the alternative efficiently and safely handle the forecasted traffic?	● Four (4) through lanes plus turn lanes will handle forecasted traffic volumes to 2031.					
<b>Safety</b> Does the alternative address identified traffic safety issues along the corridor or at specific locations?	● Centre two-way left turn lane provided in all locations except near intersections, where dedicated turn lanes are provided. Centre turn lane will permit more efficient turning to and from adjacent properties and will reduce overall through lane congestion during the peak periods. Extended vehicle storage length will allow for more efficient traffic operations. Additional signal timing optimization will further improve intersection operations.  Widening and reconstruction of roadway to address pavement condition.					
<b>Access Management</b> What effect will the alternative have on traffic access to properties fronting on Gordon Street?	● All existing accesses maintained with full left and right turn access by means of a centre two-way left turn lane, including those near intersections where shorter median islands will be installed. Centre raised island median is required to accommodate traffic signal poles and minimize turning conflicts near intersections/traffic signals.					

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<b>Active Transportation:</b>						
<b>Transit</b> How does the alternative serve future transit needs?	◐ Transit service is maintained but roadside is shared with cyclists. <u>Potential conflicts between cyclist and transit vehicles are a noted concern.</u>	◐ Transit service is maintained but roadside is shared with cyclists. <u>Potential conflicts between cyclist and transit vehicles are a noted concern.</u>	● Transit service is maintained and cyclist are moved to a shared multi-use trail on boulevard.	● Transit service is maintained and cyclist are moved to a shared multi-use trail on boulevard.	○ Transit service is maintained but roadside is shared with cyclists. <u>Potential conflicts between cyclist and transit vehicles are a noted concern. Access to transit stops is a noted concern and this option is least preferred by Transit.</u>	○ Transit service is maintained but roadside is shared with cyclists. <u>Potential conflicts between cyclist and transit users are a noted concern. Access to transit stops is a noted concern and this option is least preferred by Transit.</u>
<b>Cycling</b> How does the alternative serve future cycling needs?	○ On Road cycling is preserved. <u>Conflicts between cyclist and vehicular traffic.</u>	○ On Road cycling is preserved. <u>Conflicts between cyclist and vehicular traffic.</u>	◑ Separate cycling is provided. <u>Potential conflicts between cyclist and pedestrians are a noted concern.</u>	◑ Separate cycling is provided. <u>Potential conflicts between cyclist and pedestrians are a noted concern.</u>	◐ Separated cycling facility is provided. <u>Potential conflicts between cyclist and transit patrons are a noted concern.</u>	◐ Separated cycling facility is provided. <u>Potential conflicts between cyclist and transit patrons are a noted concern.</u>
<b>Pedestrians</b> How does the alternative serve future pedestrian traffic needs?	● Basic sidewalk is maintained.	● Basic sidewalk is maintained.	◐ Shared Multi-use trail is provided. <u>Potential conflicts between cyclist and pedestrians are a noted concern.</u>	◐ Shared Multi-use trail is provided. <u>Potential conflicts between cyclist and pedestrians are a noted concern.</u>	● Basic sidewalk provided.	● Basic sidewalk provided.
<b>Emergency Services</b> How does the alternative improve Emergency Service Response times?	● Emergency response times will improve due to additional Two way left turn lane and related reductions in conflict, delays and congestion. Centre lane provides bypass lane potential for emergency vehicles.					
<b>Traffic Score</b>	26 Points	26 Points	29 Points	29 Points	26 Points	26 Points





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<b>2. Natural Environment</b>						
<b>Aquatic Habitat, Fisheries, and Surface Water</b> How does the alternative affect the aquatic life and aquatic habitats contained within the various watercourses crossing Gordon Street?	 There are no existing watercourses, culvert crossings or bridges requiring widening or replacement within the study area. Impact on fisheries is not anticipated.					
<b>Terrestrial Habitat (Natural)</b> How would the alternative affect existing vegetation (i.e. trees & woodlots) and bird/animal habitat within the project area?	 No impacts to significant woodland areas or vegetation communities. Vegetation removal is limited to cultural woodland or cultural thicket communities and landscape trees.					
<b>Floodplain</b> What effect would the alternative have on the flood plain of various watercourses?	 No impacts on the flood plain are anticipated for any of the alternatives.					
<b>Wetlands</b> What impacts does the alternative have on any evaluated wetlands within the project area? Possible wellhead protection area	 Alternative does not encroach on wetlands adjacent to the corridor. Hydrogeological impacts, if any, are similar for all alternatives, and can be mitigated.					










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<b>Trees (Landscaping)</b> Are there any impacts to existing tree plantings and tree canopy within the project area?	 Eight (8) Trees are directly impacted and will need to be replaced.	 Sixteen (16) Trees are directly impacted and will need to be replaced.	 Eleven (11) Trees are directly impacted and will need to be replaced.	 Fourteen (14) Trees are directly impacted and will need to be replaced.	 Twenty-One (21) Trees are directly impacted and will need to be replaced.	 Four (4) Trees are directly impacted and will need to be replaced.
<b>Wildlife</b> What are the effects of the alternative on "Species At Risk/Endangered Species" within the project area?	 Enhancement, advanced warning, and improved awareness of the existing deer crossing must be addressed in the development of detailed design for the project. Each of the alternatives has a very similar impact on the deer crossing location. All options will require mitigation of impacts within the Gordon Street corridor and surrounding area, if the area natural area (woodlot, wetland, habitat, stream bed, etc.) is disturbed in any way during construction mitigation will be required.					
<b>Property Contamination</b> Are there any known or potentially contaminated sites that require further investigation?	 There are no known environmentally impacted lands affected by any of the proposed options. No contaminated properties have been identified in the City's past studies. Additional ESA's should be undertaken where potential environmental impacts are suspected and based on historic land uses.					
<b>Storm Water Management</b> Are stormwater management ponds required and will water Quality and Quantity be controlled?	 No storm water management (SWM) ponds will be included but oil/grit separators are planned as well as Low Impact Development (LID) measures where they can be accommodated. This same condition exists for all of the alternatives. Sediment controls on existing storm sewers will be required.					
<b>Natural Environment Score</b>	19 Points	18 Points	18 Points	18 Points	17 Points	20 Points






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<b>3. Social Environment</b>						
<b>Heritage and Archaeological Impacts</b>  What impact does the alternative have on the following; Built Heritage Resources and Features, Cultural Heritage Landscapes and Archaeological Impacts?	 No anticipated impacts on matters of heritage interest.					
<b>Cultural &amp; Recreational</b>  Are there any cultural or recreational institutions with the project area that may be affected by this alternative?	 No cultural and recreational facilities are directly affected by any of the alternatives.					
<b>Business Impacts</b>  How will the alternative affect existing businesses, and how will businesses be affected during construction?	 Temporary access impacts will be experienced during construction of curbs, sidewalks/Trail and driveway restorations. There will be short term disruption during construction, but access will be maintained.				 Additional impacts will be experienced during construction due to second curb construction and paving operations.	 Temporary access impacts will be experienced during construction of curbs, sidewalks/Trail and driveway restorations but access will be maintained.
Property near southeast corner of Gordon/Arkel is impacted by all alternatives. Less congestion may improve overall future access to businesses.						

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<b>Construction Impacts</b> Is it constructible and how long will construction take?	◑ Traffic will be able to be maintained by constructing the west side, then the east side (or vice versa) while maintaining traffic on existing pavement or newly constructed pavement. Construction will likely proceed in stages (i.e. between major intersection possibly one block at a time), with construction taking approximately 3 months for each stage.			◐ Additional separate paving will take longer to construct than the other single pathway alternatives. Possibly one block at a time), with construction taking approximately 3 months year for each stage.		◑ Traffic will be able to be maintained by constructing the west side, then the east side (or vice versa) while maintaining traffic on existing pavement or newly constructed pavement. Possibly one block at a time with construction taking approximately 3 months for each stage.
<b>Streetscaping</b> Can the alternative incorporate streetscaping features to maintain and enhance the character of the community?	◑ Opportunities for Streetscaping exist within the designated road allowance including plantings, decorative paving materials, decorative streetlights, etc.			◐ Less space available for landscape enhancements due to total boulevard pavement widths		◐ Less space available for landscape enhancements due to total boulevard pavement widths









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<b>Private Property Impacts</b> <ul style="list-style-type: none"> <li>How does the alternative impact the residential and commercial properties along the corridor?</li> <li>How much property will be required?</li> </ul>	 Property is required to accommodate sidewalk encroachments and develop a dedicated right turn lane storage and taper at the southeast corner of Gordon/Arkell. This alternative requires additional land from the properties at 1354, 1417, 1419, 1448 Gordon Street and SE corner Lowes, Solstice Condos. <b>190 m2</b>	 Property is required to accommodate sidewalk encroachments and develop a dedicated right turn lane storage and taper at the southeast corner of Gordon/Arkell. This alternative requires additional land from the properties at 1354, 1388, 1408, 1417, 1419, 1448 Gordon Street and SE corner Lowes, Solstice Condos. <b>414 m2</b>	 Property is required to accommodate sidewalk encroachments and develop a dedicated right turn lane storage and taper at the southeast corner of Gordon/Arkell. This alternative requires additional land from the properties at 1354, 1388, 1417, 1419, 1448 Gordon Street and SE corner Lowes, Solstice Condos. <b>254 m2</b>	 Property is required to accommodate sidewalk encroachments and develop a dedicated right turn lane storage and taper at the southeast corner of Gordon/Arkell. This alternative requires additional land from the properties at 1354, 1417, 1419, 1448 Gordon Street and SE corner Lowes. <b>218 m2</b>	 Property is required to accommodate sidewalk encroachments and develop a dedicated right turn lane storage and taper at the southeast corner of Gordon/Arkell. This alternative requires additional land from the properties at 1354, 1388, 1408, 1448 Gordon Street and SE corner Lowes, Solstice Condos. <b>369 m2</b>	 Property is required to accommodate sidewalk encroachments and develop a dedicated right turn lane storage and taper at the southeast corner of Gordon/Arkell. This alternative requires additional land from the properties at 1354, 1388, 1408, 1417, 1419, 1448 Gordon Street and SE corner Lowes. <b>445 m2</b>
<b>Air Quality &amp; Noise</b> What effect does the alternative have on air quality and noise within the project area?	 A reduction in overall traffic delay and related vehicle idling will result in reduced exhaust air emissions and, as a result, should provide improved overall Air quality.  Predicted Noise levels will increase due to projected traffic volume and will increase only marginally as a result of road widening. Anticipated increase in noise levels for the design horizon is 1 to 2 dB.					
<b>Social Score</b>	16 Points	13 Points	15 Points	16 Points	11 Points	11 Points
















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4. Costs						
<b>Utility Impacts</b>  What would be the extent of impacts on existing utilities that must be relocated and/or protected to construct the alternative?	 Hydro/Communication poles on both sides of Gordon Street. Approximately 19 Hydro poles will have to be relocated under this alternative at approx. cost of approx. \$380,000.00.	 Hydro/Communication poles on both sides of Gordon Street. Approximately 23 Hydro poles will have to be relocated under this alternative at approx. cost of approx. \$460,000.00.	 Hydro/Communication poles on both sides of Gordon Street. Approximately 14 Hydro poles will have to be relocated under this alternative at approx. cost of approx. \$280,000.00	 Hydro/Communication poles on both sides of Gordon Street. Approximately 9 Hydro poles will have to be relocated under this alternative at approx. cost of approx. \$180,000.00	 Hydro/Communication poles on both sides of Gordon Street. Approximately 20 Hydro poles will have to be relocated under this alternative at approx. cost of approx. \$400,000.00.	 Hydro/Communication poles on both sides of Gordon Street. Approximately 12 Hydro poles will have to be relocated under this alternative at approx. cost of approx. \$240,000.00.
	Traffic Signals Poles at Intersections along Gordon Street. Approximately 7 traffic signal poles will have to be relocated under this alternative at approx. cost of approx. \$210,000.00.	Traffic Signals Poles at Intersections along Gordon Street. Approximately 11 traffic signal poles will have to be relocated under this alternative at approx. cost of approx. \$330,000.00.	Traffic Signals Poles at Intersections along Gordon Street. Approximately 9 traffic signal poles will have to be relocated under this alternative at approx. cost of approx. \$270,000.00.	Traffic Signals Poles at Intersections along Gordon Street. Approximately 11 traffic signal poles will have to be relocated under this alternative at approx. cost of approx. \$330,000.00.	Traffic Signals Poles at Intersections along Gordon Street. Approximately 9 traffic signal poles will have to be relocated under this alternative at approx. cost of approx. \$270,000.00.	Traffic Signals Poles at Intersections along Gordon Street. Approximately 8 traffic signal poles will have to be relocated under this alternative at approx. cost of approx. \$240,000.00.
	Street Light Poles along Gordon Street. Approximately 11 street light poles will have to be relocated under this alternative at approx. cost of approx. \$165,000.00.	Street Light Poles along Gordon Street. Approximately 21 street light poles will have to be relocated under this alternative at approx. cost of approx. \$315,000.00.	Street Light Poles along Gordon Street. Approximately 14 street light poles will have to be relocated under this alternative at approx. cost of approx. \$210,000.00.	Street Light Poles along Gordon Street. Approximately 22 street light poles will have to be relocated under this alternative at approx. cost of approx. \$330,000.00.	Street Light Poles along Gordon Street. Approximately 15 street light poles will have to be relocated under this alternative at approx. cost of approx. \$225,000.00.	Street Light Poles along Gordon Street. Approximately 16 street light poles will have to be relocated under this alternative at approx. cost of approx. \$240,000.00.

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<b>LEGEND:</b> LEAST PREFERRED ○ (0 Pts.)   ◐ (1 Pts.)   ◑ (2 Pts.)   ◒ (3 Pts.)   ● MOST PREFERRED (4 Pts.)						
Impacts on Underground Utilities?	 No significant impacts to existing mainline underground gas lines, watermains, sewers or communications cables, anticipated other than many minor relocations, adjustments to manholes, etc. Other costs accounted for in quantifications below.					
<b>Initial Capital Cost</b> What is the estimated initial capital cost of the alternative? (including utility relocations and property acquisition/ decommissioning) <b>Road length for estimating purposes from Landsdown Drive to Lowes Road is 1,400m.</b>	 Preliminary Cost Estimate including the following: <ul style="list-style-type: none"> <li>Property Acquisition</li> <li>Utility Relocations</li> <li>Road and Drainage Works</li> <li>Signals/Illumination</li> <li>Roadside Protection and Line Markings.</li> <li>Landscaping</li> <li>Sidewalks</li> </ul> <u>Construction Impacts</u> <ul style="list-style-type: none"> <li>Catch Basin - New - 19</li> <li>CB Manholes - New - 2</li> <li>Catch Basin - Relocate - 13</li> <li>Manhole – Relocate - 1</li> <li>MH Replace Frame and Lid - 21</li> <li>MH Adjust Frame and Lid - 3</li> <li>Tree Removals - 20</li> <li>Relocate Hydrants - 3</li> <li>Hydro Poles - 26</li> <li>Traffic Signal Poles - 7</li> <li>Street Lights - 17</li> </ul>	 Preliminary Cost Estimate including the following: <ul style="list-style-type: none"> <li>Property Acquisition</li> <li>Utility Relocations</li> <li>Road and Drainage Works</li> <li>Signals/Illumination</li> <li>Roadside Protection and Line Markings.</li> <li>Landscaping</li> <li>Sidewalks</li> </ul> <u>Construction Impacts</u> <ul style="list-style-type: none"> <li>Catch Basin - New - 19</li> <li>CB Manholes - New - 2</li> <li>Catch Basin-Relocate - 13</li> <li>Manhole – Relocate - 1</li> <li>MH Replace Frame and Lid - 21</li> <li>MH Adjust Frame and Lid - 3</li> <li>Tree Removals - 20</li> <li>Relocate Hydrants - 3</li> <li>Hydro Poles - 31</li> <li>Traffic Signal Poles - 11</li> <li>Street Lights - 29</li> </ul>	 Preliminary Cost Estimate including the following: <ul style="list-style-type: none"> <li>Property Acquisition</li> <li>Utility Relocations</li> <li>Road and Drainage Works</li> <li>Signals/Illumination</li> <li>Roadside Protection and Line Markings.</li> <li>Landscaping</li> <li>Multi-Use Trail</li> </ul> <u>Construction Impacts</u> <ul style="list-style-type: none"> <li>Catch Basin - New - 19</li> <li>CB Manholes - New - 2</li> <li>Catch Basin-Relocate - 13</li> <li>Manhole – Relocate - 1</li> <li>MH Replace Frame and Lid - 21</li> <li>MH Adjust Frame and Lid - 3</li> <li>Tree Removals - 20</li> <li>Relocate Hydrants - 3</li> <li>Hydro Poles - 14</li> <li>Traffic Signal Poles - 9</li> <li>Street Lights - 17</li> </ul>	 Preliminary Cost Estimate including the following: <ul style="list-style-type: none"> <li>Property Acquisition</li> <li>Utility Relocations</li> <li>Road and Drainage Works</li> <li>Signals/Illumination</li> <li>Roadside Protection and Line Markings.</li> <li>Landscaping</li> <li>Multi-Use Trail</li> </ul> <u>Construction Impacts</u> <ul style="list-style-type: none"> <li>Catch Basin - New - 2</li> <li>CB Manholes - New - 8</li> <li>Catch Basin-Relocate - 2</li> <li>Manhole- Relocate - 1</li> <li>MH Replace Frame and Lid - 20</li> <li>MH Adjust Frame and Lid - 3</li> <li>Tree Removals - 20</li> <li>Relocate Hydrants - 3</li> <li>Hydro Poles - 9</li> <li>Traffic Signal Poles - 11</li> <li>Street Lights - 22</li> </ul>	 Preliminary Cost Estimate including the following: <ul style="list-style-type: none"> <li>Property Acquisition</li> <li>Utility Relocations</li> <li>Road and Drainage Works</li> <li>Signals/Illumination</li> <li>Roadside Protection and Line Markings.</li> <li>Landscaping</li> <li>Sidewalks/Separated Bike Lane</li> </ul> <u>Construction Impacts</u> <ul style="list-style-type: none"> <li>Catch Basin-New - 19</li> <li>CB Manholes-New - 2</li> <li>Catch Basin-Relocate - 13</li> <li>Manhole- Relocate - 1</li> <li>MH Replace Frame and Lid - 21</li> <li>MH Adjust Frame and Lid - 3</li> <li>Tree Removals - 20</li> <li>Relocate Hydrants - 3</li> <li>Hydro Poles - 27</li> <li>Traffic Signal Poles - 9</li> <li>Street Lights - 20</li> </ul>	 Preliminary Cost Estimate including the following: <ul style="list-style-type: none"> <li>Property Acquisition</li> <li>Utility Relocations</li> <li>Road and Drainage Works</li> <li>Signals/Illumination</li> <li>Roadside Protection and Line Markings.</li> <li>Landscaping</li> <li>Sidewalks/Cycle Track</li> </ul> <u>Construction Impacts</u> <ul style="list-style-type: none"> <li>Catch Basin - New - 20</li> <li>CB Manholes - New - 5</li> <li>Catch Basin-Relocate - 4</li> <li>Manhole – Relocate - 0</li> <li>MH Replace Frame and Lid - 21</li> <li>MH Adjust Frame and Lid - 8</li> <li>Tree Removals - 8</li> <li>Relocate Hydrants - 4</li> <li>Hydro Poles - 12</li> <li>Traffic Signal Poles - 12</li> <li>Street Lights - 20</li> </ul>

<b>Table 1.2 – Evaluation of Design Plan Alternatives</b>						
<i>NOTE: ALL ALTERNATIVES INCLUDE WIDENING, A CENTRE TWO WAY LEFT TURN LANE AND MEDIAN ISLANDS AT INTERSECTIONS</i>						
EVALUATION CRITERIA	PLAN OPTION NO. 1 WIDENING EQUALLY ABOUT EXISTING CENTRELINE WITH 4m WIDE CONTINUOUS LEFT TURN LANE WITH EXISTING SIDEWALKS AND ON STREET BIKE LANES MAINTAINED	PLAN OPTION NO. 2 WIDENING EQUALLY ABOUT EXISTING CENTERLINE WITH 5m WIDE CONTINUOUS LEFT TURN LANE WITH EXISTING SIDEWALKS AND ON STREET BIKE LANES MAINTAINED	PLAN OPTION NO. 3 WIDENING EQUALLY ABOUT EXISTING CENTERLINE WITH 4m WIDE CONTINUOUS LEFT TURN LANE & 3m MULTI-USE TRAIL ON EACH SIDE	PLAN OPTION NO. 4 WIDEN EXISTING ROAD ON WEST SIDE ONLY WITH 4m WIDE CONTINUOUS LEFT TURN LANE & 3m MULTI-USE TRAIL ON EACH SIDE	PLAN OPTION NO. 5 WIDEN EQUALLY ABOUT EXISTING CENTERLINE WITH 4m WIDE CONTINUOUS LEFT TURN LANE & 1.80m SEPARATED BIKE LANES & 1.50m SIDEWALKS ON BOTH SIDES	PLAN OPTION NO. 6 WIDEN EQUALLY ABOUT EXISTING CENTERLINE WITH 4m WIDE CONTINUOUS LEFT TURN LANE & 1.80m BLVD. CYCLE TRACK & 1.5 m SIDEWALKS ON BOTH SIDES*
<b>LEGEND:</b>	LEAST PREFERRED ○ (0 Pts.) ◐ (1 Pts.) ◑ (2 Pts.) ◒ (3 Pts.) ● (4 Pts.) MOST PREFERRED					
	Sub-TOTAL (Excl. HST) \$1,295,000.00 plus \$985,000 for Hydro, street light pole and Traffic signals relocations and \$102,000 in Property Costs.	Sub-TOTAL (Excl. HST) \$1,415,000.00 plus \$1,385,000 for Hydro, street light pole and Traffic signals relocations and \$223,000 in Property Costs.	Sub-TOTAL (Excl. HST) \$1,337,000.00 plus \$805,000 for Hydro, street light pole and Traffic signals relocations and \$137,000 in Property Costs.	Sub-TOTAL (Excl. HST) \$1,147,000.00 plus \$840,000 for Hydro, street light pole and Traffic signals relocations and \$117,000 in Property Costs.	Sub-TOTAL (Excl. HST) \$1,450,000.00 plus \$1,110,000 for Hydro, street light pole and Traffic signals relocations and \$199,000 in Property Costs.	Sub-TOTAL (Excl. HST) \$1,116,000.00 plus \$900,000 for Hydro, street light pole and Traffic signals relocations and \$239,000 in Property Costs.
	<b>TOTAL (Excl.HST)</b> <b>\$2,382,000.00</b>	<b>TOTAL (Excl.HST)</b> <b>\$3,023,000.00</b>	<b>TOTAL (Excl.HST)</b> <b>\$2,279,000.00</b>	<b>TOTAL (Excl.HST)</b> <b>\$2,104,000.00</b>	<b>TOTAL (Excl.HST)</b> <b>\$2,759,000.00</b>	<b>TOTAL (Excl.HST)</b> <b>\$2,255,000.00</b>
<b>Operations and maintenance costs</b>	● Status Quo held on Maintenance Costs.	◑ Slightly wider pavement increases replacement costs from Option 1.	◑ Slightly higher cost relative to current condition. Wider path for snow clearing. Greater replacement cost.	◑ Slightly higher cost relative to current condition. Wider path for snow clearing. Greater replacement cost.	◐ Significantly Higher cost relative to current condition. Wider path for snow clearing.	○ Significantly Higher cost relative to current condition. Separated path for snow clearing increases winter maintenance costs. Greater replacement cost.
<b>Total Cost Score</b>	9 Points	5 Points	11 Points	11 Points	4 Points	7 Points
<b>Total Overall Score</b>	70 Points	62 Points	73 points	74 Points	58 Points	64 Points
<b>Overall Ranking</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>4</b>
<b>Public preference based on Open House feedback</b>	0%	14%	22%	28%	17%	Not Presented at PIC#1

Note: \* 1.5 m width is current published City minimum width and is acknowledged/retained where sidewalks are being maintained.