



F.

**UNIT PRICE
SCHEDULE**

**Unit Price Schedule (Final)
Oxford County Trails Master Plan**

ITEM	DESCRIPTION	UNIT	VALUE	COMMENTS/ASSUMPTIONS
1.0 GENERAL ACTIVE TRANSPORTATION FACILITIES				
Shared Lanes / Paved Shoulders				
1.1	Signed Bike Route in Urban Area	linear KM	\$1,500.00	Price for both sides of the road, assumes one sign a minimum of every 330m / direction of travel (e.g. 6 signs / km).
1.2	Signed Bike Route in Rural Area	linear KM	\$1,000.00	Price for both sides of the road, assumes one sign a minimum of every 600m / direction of travel (e.g. 4 signs / km)
1.3	Signed Bike Route with Sharrow Lane Markings	linear KM	\$3,500.00	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.
1.4	Signed Bike Route with Wide Curb Lane with Construction of a New Road	linear KM	\$60,000.00	Price for both sides of the road, assumes 0.5m to 1.0m widening on both sides of the road (3.5m to 4.0m)
1.5	Signed Bike Route with Wide Curb Lane with Road Reconstruction Project	linear KM	\$240,000.00	Price for both sides of the road, includes curb replacement, catch basin adjustments, lead extensions and driveway ramps
1.6	Signed Bike Route with Paved Shoulder in conjunction with existing road reconstruction / resurfacing	linear KM	\$55,000.00	Price for both sides of the road, 1.5m paved shoulder, assumes cycling project pays for additional granular base, asphalt and edge line (assume \$110,000 per kilometre if additional widening of granular base required)
1.7	Signed Bike Route with Buffered Paved Shoulder in conjunction with existing road reconstruction / resurfacing project	linear KM	\$150,000.00	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)
1.8	Addition of Rumble Strip to Existing Buffered Paved Shoulder (rural)	linear KM	\$3,000.00	Price for both sides
1.9	Granular Shoulder Sealing	linear KM	\$3,000.00	Both sides spray emulsion applied to harden the granular shoulder. This will reduce gravel on the paved portion of the shoulder and significantly reduce shoulder maintenance.
Conventional and Separated Bike Lanes				
1.10	Conventional 1.5m-1.8m Bicycle Lanes by Adding Bike Lane Markings and Signs	linear KM	\$7,500.00	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
1.11	Conventional 1.5m-1.8m Bicycle Lanes through Lane Conversion from 4 lanes to 3 lanes	linear KM	\$35,000.00	Price for both sides. Includes grinding of existing pavement, markings, signs, line painting and symbols
1.12	Conventional 1.5m-1.8m Bicycle Lanes in Conjunction with a New Road or Road Reconstruction Project	linear KM	\$300,000.00	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
1.13	Conventional 1.5m-1.8m Bicycle Lanes by Retrofitting / Widening Existing Road	linear KM	\$700,000.00	Price for both sides of the road, includes the cost for excavation, adjust catch basins, lead extensions, new curbs/driveway ramps, asphalt and sub-base, pavement markings and signs.
1.14	Wide Bicycle Lane (2.0m - 2.5m BL) in Conjunction with New Road or Road Widening Project	linear KM	\$250,000.00	Price for both sides of the road, assumes 2.0m to 2.5m bike lanes on both sides of the roadway . Includes catch basin leads, asphalt, signs, pavement markings sub-base only

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1.15	Buffered Bicycle Lane with Hatched Pavement Markings - Assumes New Road or Road Reconstruction/Widening already Planned	linear KM	\$350,000.00	Price for both sides of the road, assumes 1.5m bike lanes + 0.5m - 1.0m buffer zone with hatched pavement markings on both sides of the roadway. Includes catch basin leads, asphalt, signs, pavement markings sub-base only. Road project funds all other components
1.16	Buffered Bicycle Lane with Flex Bollards - Assumes New Road or Road Reconstruction/Widening Already Planned	linear KM	\$365,000.00	Price for both sides of the road, assumes 1.5m bike lanes + flex bollards centred 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
1.17	Buffered Bicycle Lane with Pre-Cast Barrier - Assumes New road or Road Reconstruction/Widening Already Planned	linear KM	\$400,000.00	Price for both sides of the road, assumes 1.5m bike lanes + pre-cast and anchored curb delineators . Includes catch basin leads, asphalt, signs, edge line pavement markings (both sides of buffer zone) sub-base only
Cycle Tracks				
1.18	Uni-directional Cycle Tracks: Raised and Curb Separated - Retrofit Existing Roadway	linear KM	\$500,000 - \$1,200,000	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
1.19	Two Way Cycle Track - Retrofit Existing Roadway	linear KM	\$500,000 - \$800,000	One side. 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
Active Transportation Paths and Multi-Use Trails				
1.20	Two Way Active Transportation Multi-use path within road right-of-way	linear KM	\$250,000.00	3.0m wide hard surface pathway (asphalt) within road right of way (no utility relocations)
1.21	Two Way Active Transportation Multi-use path within road right-of-way on one side with removal of existing sidewalk	linear KM	\$275,000.00	3.0m wide hard surface pathway (asphalt) within road right of way on one side of road in place of 1.5m concrete sidewalk (includes crushing of existing sidewalk and compacting for trail base)
1.22	Concrete Splash Strip placed within road right-of-way between Active Transportation Multi-Use Path and Roadway	m ²	\$150.00	Colour Stamped Concrete
1.23	Hard Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in an Urban Setting (New)	linear KM	\$250,000.00	3.0m wide hard surface pathway (asphalt) within park setting (normal conditions) 90mm asphalt depth
1.24	Hard Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in an Urban Setting (Upgrade existing granular surface)	linear KM	\$100,000.00	Includes some new base work (25% approx.), half of the material excavated is removed from site. Add trail marker signs
1.25	Granular Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in an Urban Setting	linear KM	\$140,000.00	3.0m wide, compacted stone dust surface normal site conditions
1.26	Granular Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in an Rural Setting (New)	linear KM	\$200,000.00	3.0m wide, compacted stone dust surface in complex site conditions (includes cost of clearing and grubbing)
1.27	Upgrade existing granular surface trail to meet 3.0m wide compacted granular trail standard	linear KM	\$50,000.00	Includes some new base work (25% approx.) and an average of 20 regulatory signs per kilometre
1.28	Off-Road Multi-Use Trail Outside of Road Right-of-Way on Abandoned Rail Bed in a Rural Setting	linear KM	\$130,000.00	3.0m wide, compacted stone dust surface, includes signage along trail and gates at road crossings
1.29	Granular Surfaced Multi-use Trail in a Woodland Setting	linear KM	\$120,000.00	2.4m wide, compacted stone dust surface

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2.0 STRUCTURES AND CROSSINGS				
2.1	Pedestrian Boardwalk (Light-Duty)	linear KM	\$1,500,000.00	Structure on footings, 3.0m wide with railings
2.2	Self weathering steel truss bridge	m ²	\$2000 - \$2500	Footings/ abutments additional, assume \$30,000 per side for spread footings; \$50,000 - \$90,000 per side for piles
2.3	Retrofit / Widen Existing Pedestrian / Trail Bridge (29m long, 3m clear width)	m ²	\$2,500.00	Price assumes modifications to existing abutments
2.4	Grade separated cycling/overpass of major arterial/highway	each	\$1,000,000- \$8,000,000	Requirements and design vary widely, use price as general guideline only
2.5	Metal stairs with hand railing and gutter to roll bicycle	vertical M	\$3,000.00	1.8m wide, galvanized steel
2.6	Pathway Crossing of Private Entrance	each	\$1500 - \$2000	Adjustment of existing curb cuts to accommodate 3.0m multi-use pathway
2.7	Pathway / Road transition at unsignalized intersection(crossride)	each	\$5,000.00	Typically includes warning signs, curb cuts and minimal restoration (3.0m pathway)
2.8	Pathway / Road transition at existing signalized intersection (crossride)	each	\$25,000.00	Typically includes installation of 4 signal heads, 2 poles, 2 foundations, 2 controller connector and 2 arms.
2.9	At grade mid-block crossing	each	\$5,000.00	Typically includes pavement markings on pathway, warning signs, curb cuts and minimal restoration. Does not include median refuge island.
2.1	Median Refuge	each	\$20,000.00	Average price for basic refuge with curbs, no pedestrian signals
2.11	Mid-block Pedestrian Signal	each	\$75,000-\$100,000	Varies depending on number of signal heads required
2.12	At grade railway crossing	each	\$120,000.00	Flashing lights, motion sensing switch (C.N. estimate)
2.13	At grade railway crossing with gate	each	\$300,000.00	Flashing lights, motion sensing switch and automatic gate (C.N. estimate)
2.14	Below grade railway crossing	each	\$500,000-\$750,000	3.0m wide, unlit culvert style approx. 10 m long for single elevated railway track
2.15	Multi use subway under 4 lane road	each	\$1,000,000-\$1,200,000	Guideline price only for basic 3.3 m wide, lit.
2.16	Retaining Wall	m ²	\$600.00	Face metre squared

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3.0 BARRIERS AND ACCESS CONTROL FOR MULTI-USE TRAILS OUTSIDE OF THE ROAD RIGHT-OF-WAY				
3.1	Lockable gate (2 per road crossing)	each	\$5,000.00	Heavy duty gates, price for one side of road (2 required per road crossing). Typically only required in rural settings or city boundary areas
3.2	Metal offset gates	each	\$1,200.00	"P"-style park gate
3.3	Removable Bollard	each	\$500-\$750	Basic style (e.g. 75mm diameter galvanized), with footing. Increase budget for decorative style bollards
3.4	Berming/boulders at road crossing	each	\$600.00	Price for one side of road (2 required per road crossing)
3.5	Granular parking lot at staging area (15 car capacity-gravel)	each	\$35,000.00	Basic granular surfaced parking area (i.e. 300mm granular B sub-base with 150mm granular A surface), with precast bumper curbs. Includes minor landscaping and site furnishings, such as garbage receptacles and bike racks.
3.6	Page wire fencing	linear M	\$20.00	1.5m height with peeled wood posts
3.7	Chain link fencing	linear M	\$100.00	Galvanized, 1.5m height
4.0 SIGNAGE				
4.1	Regulatory and caution Signage (off-road pathway) on new metal post	each	\$150-\$250	300mm x 300mm metal signboard c/w metal "u" channel post
4.2	Signboards for interpretive sign	each	\$500-\$800	Does not include graphic design. Based on a 600mm x 900mm typical size and embedded polymer material, up to 40% less for aluminum or aluminum composite panel
4.3	Staging area kiosk	each	\$2,000-\$10,000	Wide range provided. Price depends on design and materials selected. Does not include design and supply of signboards
4.4	Signboards for staging area kiosk sign	each	\$1,500-\$2,000	Typical production cost, does not include graphic design (based on a 900mm x 1500mm typical size and embedded polymer material). Up to 40% less for aluminum or aluminum composite panel
4.5	Pathway directional sign	each	\$500-\$750	Bollard / post (100mm x100mm marker), with graphics on all 4 sides
4.6	Pathway marker sign	each	\$250.00	Bollard / post (100mm x100mm marker), graphics on one side only
4.7	Pathway marker sign	linear KM	\$1,500.00	Price for both sides of the path, assumes one sign on average, per direction of travel every 0.5 km

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5.0 OTHER				
5.1	Major rough grading (for multi-use pathway)	m ³	\$10-\$25	Varies depending on a number of factors including site access, disposal location etc.
5.2	Clearing and Grubbing	m ²	\$2.00	
5.3	Bicycle rack (Post and Ring style)	each	\$150-\$250	Holds 2 bicycles , price varies depending on manufacturer (includes installation)
5.4	Bicycle rack	each	\$1,000-\$1,200	Holds 6 bicycles, price varies depending on manufacturer (includes installation)
5.5	Bicycle Locker	each	\$3,000.00	Price varies depending on style and size. Does not include concrete mounting pad
5.6	Bench	each	\$1000-\$2,000	Price varies depending on style and size. Does not include footing/concrete mounting pad
5.7	Safety Railings/Rubrail	linear M	\$100-\$120	1.4m height basic post and rail style
5.8	Small diameter culvert	linear M	\$150-\$250	Price range applies to 400mm to 600mm diameter PVC or CSP culverts for drainage below trail
5.9	Pathway Lighting	linear M	\$130-\$160	Includes cabling, connection to power supply, transformers and fixtures
5.10	Relocation of Light / Support Pole	each	\$4,000.00	Adjustment of pole offset (distance between pole and roadway)
5.11	Relocation of Signal Pole / Utility Box	each	\$8,000.00	Adjustment of pole offset (distance between pole and roadway)
5.12	Flexible Bollards	each	\$100.00	Should be placed at 10m intervals where required
5.13	Pavement Markings	linear M	\$1.00	

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2. Estimates do not include the cost of property acquisitions, signal modifications, utility relocations, major roadside drainage works or costs associated with site-specific projects such as bridges, railway crossings, retaining walls, and stairways, unless otherwise noted.
3. Assumes typical environmental conditions and topography.
4. Applicable taxes and permit fees are additional.

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3. Assumes typical environmental conditions and topography.
4. Applicable taxes and permit fees are additional.