

Town of Oakville
Active Transportation Master Plan (ATMP)
Table 1 Unit Price Schedule | Final November 2017

This table provides an overview of the estimated unit costs for active transportation facilities, structures and crossings, barriers and access control, signage and other elements of an active transportation network. All unit prices exclude tax, contingency, design and approvals costs. Yellow highlighted rows indicate unit prices that have been used to develop the costing of Oakville's ATMP network in Table 3.

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	\$2,000.00	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	\$200.00	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 Route with Edgeline	linear KM	\$4,000.00	Price for both sides of the road, includes signs and edge line. Price is for conventional paint (assumes painted lane line at \$1 / m + \$2000 for signs).
1.5	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).
1.6	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.
1.7	Signed Bike Route with Paved Shoulder in conjunction with existing road reconstruction / resurfacing	linear KM	\$200,000.00	Price for both sides of the road, 1.5m paved shoulder. Assumes cycling project pays for additional granular base, asphalt and edgeline. Price may vary depending on work needed to improve platform.
1.8	Signed Bike Route with Buffered Paved Shoulder in conjunction with existing road reconstruction / resurfacing project	linear KM	\$250,000.00	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).
1.9	Addition of Rumble Strip to Existing Buffered Paved Shoulder (rural)	linear KM	\$3,000.00	Price for both side of the road.
1.10	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				
1.11	Conventional 1.5m-1.8m Bicycle Lanes by Adding Bike Lane Markings and Signs	linear KM	\$12,000.00	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.
1.12	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.
1.13	Conventional 1.5m-1.8m Bicycle Lanes in Conjunction with a New Road or Road Reconstruction Project	linear KM	\$250,000.00	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 and sub-base only. Road project funds all other improvements.
1.14	Conventional 1.5m-1.8m Bicycle Lanes in Conjunction with a Road Widening Project	linear KM	\$250,000.00	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 and sub-base only. Road project funds all other improvements.
1.15	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.
1.16	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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Conventional and Separated Bike Lanes - CONT'D				
1.17	Buffered Bicycle Lane with Hatched Pavement Markings - No Road Construction / Widening Required	linear KM	\$15,000.00	1.5m bike lanes with 1m hatched buffer (5m) including: 4000m line paint, 1000m hatching paint, 26 symbols and 6 signs.
1.18	Buffered Bicycle Lane with Hatched Pavement Markings - Assumes New Road or Road Reconstruction/Widening already Planned	linear KM	\$290,000.00	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.
1.19	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 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.
1.20	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				
1.21	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.
1.22	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				
1.22	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).
1.23	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).
1.24	Concrete Splash Strip placed within road right-of-way between Active Transportation Multi-Use Path and Roadway	m ²	\$150.00	Colour Stamped Concrete.
Active Transportation Paths and Multi-Use Trails - CONT'D				
1.25	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.
1.26	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.
1.27	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.
1.28	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).
1.29	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.
1.30	Off-Road Multi-Use Trail Outside of Road Right-of-Way on Abandoned Rail Bed	linear KM	\$80,000.00	3.0m wide, compacted stone dust surface, includes signage along trail and gates at road crossings.
1.31	Granular Surfaced Multi-use Trail in a Woodland Setting	linear KM	\$120,000.00	2.4m wide, compacted stone dust surface.
2.0 PEDESTRIAN FACILITIES				
2.1	Sidewalk	km	\$300,000.00	Price for 1.5m concrete sidewalk. Include site prep., select utility relocation, minor drainage modifications / traffic control.

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3.0 STRUCTURES AND CROSSINGS				
3.1	Pedestrian Boardwalk (Light-Duty)	linear KM	\$1,500,000.00	Structure on footings, 3.0m wide with railings.
3.2	Self weathering steel truss pedestrian / cyclist bridge	linear m	\$12,000.00	Price for 4.0m width bridge includes abutments.
3.3	Retrofit / Widen Existing Pedestrian / Trail Bridge (29m long, 3m clear width)	m ²	\$2,500.00	Price assumes modifications to existing abutments.
3.5	Metal stairs with hand railing and gutter to roll bicycle	vertical M	\$3,000.00	1.8m wide, galvanized steel.
3.6	Pathway Crossing of Private Entrance	each	\$1500 - \$2000	Adjustment of existing curb cuts to accommodate 3.0m multi-use pathway.
3.7	Median Refuge	each	\$20,000.00	Average price for basic refuge with curbs, no pedestrian signals.
3.8	Pedestrian and Cyclist Crossride	each	\$80,000.00	Average price for pedestrian and cyclist crossride.
3.9	Mid-block Crossing	each	\$80,000.00	Average price for mid-block crossing.
3.10	Intersection Pedestrian Signal	each	\$80,000.00	Average price for intersection pedestrian signal.
3.11	At grade railway crossing	each	\$120,000.00	Flashing lights, motion sensing switch (C.N. estimate).
3.12	At grade railway crossing with gate	each	\$300,000.00	Flashing lights, motion sensing switch and automatic gate (C.N. estimate).
3.13	Below grade railway crossing	each	\$500,000-\$750,000	3.0m wide, unlit culvert style approx. 10 m long for single elevated railway track.
3.14	Multi use subway under 4 lane road	each	\$1,000,000-\$1,200,000	Guideline price only for basic 3.3 m wide, lit.
3.15	Retaining Wall	m ²	\$600.00	Face metre squared.
4.0 BARRIERS AND ACCESS CONTROL FOR MULTI-USE TRAILS OUTSIDE OF THE ROAD RIGHT-OF-WAY				
4.1	Lockable gate (2 per road crossing)	each	\$5,000.00	Heavy duty gates (e.g. equestrian supported step over gate). Price for one side of road - 2 required per road crossing. Typically only required in rural settings or city boundary areas.
4.2	Metal offset gates	each	\$1,200.00	"P"-style park gate.
4.3	Removable Bollard	each	\$500-\$750	Basic style (e.g. 75mm diameter galvanized), with footing. Increase budget for decorative style bollards.
4.4	Berming/boulders at road crossing	each	\$600.00	Price for one side of road (2 required per road crossing).
4.5	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.
4.6	Page wire fencing	linear M	\$20.00	1.5m height with peeled wood posts.
4.7	Chain link fencing	linear M	\$100.00	Galvanized, 1.5m height.
5.0 SIGNAGE				
5.1	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.
5.2	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.
5.3	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.
5.4	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.
5.5	Pathway directional sign	each	\$500-\$750	Bollard / post (100mm x100mm marker), with graphics on all 4 sides.
5.6	Pathway marker sign	each	\$250.00	Bollard / post (100mm x100mm marker), graphics on one side only.
5.7	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.
5.8	Bike sign	each	\$200.00	Price for one side of road.

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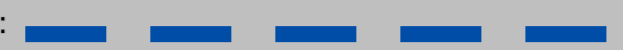
6.0 BICYCLE PARKING INFRASTRUCTURE				
6.1	Bicycle rack (Post and Ring style)	each	\$150-\$250	Holds 2 bicycles , price varies depending on manufacturer (includes installation).
6.2	Bicycle rack	each	\$1,000-\$1,200	Holds 6 bicycles, price varies depending on manufacturer (includes installation).
6.3	Bicycle Locker	each	\$3,000.00	Price varies depending on style and size. Does not include concrete mounting pad.
6.4	Bike Loop	each	\$2,500.00	Price for installation including labour and equipment. Price also includes materials e.g. two channel detector for traffic cabinet, bike loop (wire and sealant), cable to traffic cabinet, handhole and conduit.
6.5	Bicycle Corral (one parking space with bollards)	each	\$1,500 to \$2,900	Price may vary from \$1,500 (galvanized finish with the mad shield corrosion warranty) to \$2,900 (stainless finish with the mad shield corrosion warranty) for one parking space.
7.0 LIGHTING AND UTILITIES				
7.1	Pathway Lighting	linear M	\$130-\$160	Includes cabling, connection to power supply, transformers and fixtures.
7.2	Relocation of Light / Support Pole	each	\$4,000.00	Adjustment of pole offset (distance between pole and roadway).
7.3	Relocation of Signal Pole / Utility Box	each	\$8,000.00	Adjustment of pole offset (distance between pole and roadway).
8.0 PAVEMENT MARKINGS				
8.1	Sharrow Symbol	each	\$400.00	Price for thermoplastic paint. Sharrow symbol with green pavement marking.
8.2	Bike Symbol	each	\$250.00	N/A
8.3	Line Painting	linear M	\$5.00	Price for thermoplastic paint.
8.4	Removal of Line Painting	linear M	\$3.00	N/A
9.0 OTHER				
9.1	Bike Box	each	\$1,000	Price may vary depending on road cross-section (e.g. two lane roadway, four lane roadway, etc.). Price includes installing a bike box on the approach of an intersection using a bike stencil and thermoplastic e.g. green surface treatment (\$250 / each). Price also include estimate to move stop-bar back to provide space for bike box.
9.2	Major rough grading (for multi-use pathway)	m ³	\$10-\$25	Varies depending on a number of factors including site access, disposal location etc.
9.3	Clearing and Grubbing	m ²	\$2.00	N/A
9.4	Bench	each	\$1,000-\$2,000	Price varies depending on style and size. Does not include footing/concrete mounting pad.
9.5	Safety Railings/Rubrail	linear M	\$100-\$120	1.4m height basic post and rail style.
9.6	Small diameter culvert	linear M	\$150-\$250	Price range applies to 400mm to 600mm diameter PVC or CSP culverts for drainage below trail.
9.7	Pathway Lighting	linear M	\$130-\$160	Includes cabling, connection to power supply, transformers and fixtures.
9.8	Relocation of Light / Support Pole	each	\$4,000.00	Adjustment of pole offset (distance between pole and roadway).
9.9	Relocation of Signal Pole / Utility Box	each	\$8,000.00	Adjustment of pole offset (distance between pole and roadway).
9.10	Flexible Bollards	each	\$100.00	Should be placed at 10m intervals where required.
9.11	Pavement Markings	linear M	\$1.00	N/A
9.12	Upgrade Granular Surface Back Road to Chip Seal Surface	linear M	\$40,000.00	Price includes pulverizing existing surface with double treatment or tar and chip at 7m wide.

Notes:

1. Unit Prices are for functional design purposes only, include installation but exclude contingency, design and approvals costs (unless noted) and reflect 2017 dollars, based on projects in southern Ontario.
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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This tab provides a summary of all the proposed active transportation routes. Information provided includes the street / segment name, start and end point (to and from), jurisdiction, length, posted speed, traffic volume (AADT), results of Step 1 of the OTM Book 18 facility selection tool (for on-road routes only), hierarchy, proposed phase and any additional comments.

Street / Segment Name	To	From	Jurisdiction	Length (km)	Posted Speed ¹	Traffic Volume (AADT) ²	OTM Book 18 Step 1 Results	Hierarchy	Phase	Comment
BIKE LANE										
Line Type ³ : 			Total Length (km) Proposed: 41.4		Total Percentage of Bike Lane by Length in Overall Network: 7%					
McCraney Street E.	Sewell Drive	Trafalgar Road (Regional Road 3)	Town	0.2	50	-	Shared	Primary	Long Term	Bike lane with repainting
Kingsway Drive	Ford Drive (Regional Road 13)	Winston Churchill Boulevard (Regional Road 19)	Town	1.6	50	-	Shared	Secondary	2020	Bike lane with repainting
Randall Street	Allan Street	Navy Street	Town	0.7	50	5	Shared Or Designated	Secondary	2018	Bike lane with repainting
Rebecca Street	Navy Street	Dorval Drive (Regional Road 17)	Town	1.2	50	12	Designated	Secondary	2020	Bike lane with repainting
Rebecca Street	Fourth Line	Southview Road	Town	0.9	50	12	Designated	Secondary	2020	Bike lane with repainting
Kerr Street	Existing Bike Lane	Speers Road	Town	1.0	50	16	Designated Or Separated	Secondary	2023	Reconstruction to 4 lanes with grade separation at CN rail line
Sheppard Road / Queen Mary Drive / Forsythe Drive	Speers Road	Rebecca Street	Town	1.2	50	3	Shared Or Designated	Secondary	2023	Bike lane with repainting
Wycroft Road	Burloak Drive	Approximately 825m east	Town	0.8	50	2	Shared	Primary	2018	Construction of a new 4 lane urban roadway
North Service Road W.	Dorval Drive (Regional Road 17)	QEW westbound ramp	Town	0.4	60	14	Separated	Secondary	2023	Bike lane with repainting
Sixth Line	Dundas Street E. (Regional Road 5)	Threshing Mill Boulevard	Town	0.8	50	5	Designated	Primary	2018	Reconstruction to a 4 lane urban roadway
Sixth Line	Threshing Mill Boulevard	William Halton Parkway (Regional Road 40)	Town	2.0	50	5	Designated	Primary	2021	Reconstruction to a 4 lane urban roadway
Threshing Mill Boulevard	Sixth Line	Trafalgar Road (Regional Road 3)	Town	1.3	50	5	Designated	Secondary	2018	Bike lane with new road project
North Oakville Road (Extension of Postmaster Drive)	William Halton Parkway (Regional Road 40)	Dundas Street W. (Regional Road 5)	Town	0.5	50	-	Shared	Secondary	Long Term	Bike lane with new road project
Winston Park Drive	Dundas Street E. (Regional Road 5)	Upper Middle Road E. (Regional Road 38)	Town	2.0	50	6	Designated	Secondary	2018	Bike lane with repainting
Bristol Circle (east side of Winston Park Drive)	Winston Park Drive	Winston Park Drive	Town	2.1	50	-	Shared	Secondary	2018	Bike lane with repainting
Shepherd Road	Kerr Street	Speers Road	Town	0.4	50	-	Shared	Secondary	2023	Bike lane with repainting
Fourth Line	Wycroft Road	North Service Road W.	Town	0.8	60	11	Designated Or Separated	Primary	2022	Bike lane with road reconstruction
Wycroft Road	McPherson Road	Bronte Road (Regional Road 25)	Town	0.9	50	-	Shared	Primary	2021	Bike lane with new road project
Hospital Gate	William Halton Parkway (Regional Road 40)	Dundas Street W. (Regional Road 5)	Town	0.5	50	-	Shared	Secondary	Long Term	Bike lane with new road project
Palermo Way	William Halton Parkway (Regional Road 40)	Dundas Street W. (Regional Road 5)	Town	0.4	50	-	Shared	Secondary	Long Term	Bike lane with new road project
Navy Street	Lakeshore Road E.	Robinson Street	Town	0.1	50	11	Designated Or Separated	Secondary	Long Term	Bike lane with road reconstruction
Allan Street	Randall Street	Lakeshore Road E.	Town	0.2	50	-	Shared	Secondary	2019	Bike lane with road widening
Khalsa Gate	Pine Glen Road	Khalsa Gate road terminus	Town	0.5	50	-	Shared	Secondary	2020	Bike lane when road is reconstructed / urbanized
Old Bronte Road	Dundas Street W. (Regional Road 5)	Pine Glen Road	Town	0.4	50	-	Shared	Secondary	2022	Streetscape roadway as per Town Capital Budget
Sixth Line	William Halton Parkway (Regional Road 40)	Town Boundary	Town	0.3	80	5	Designated Or Separated	Secondary	2021	Bike lane with road reconstruction
Wycroft Road	Approximately 825 metres east of Burloak Drive	McPherson Road	Town	0.4	50	2	Shared	Primary	2021	Construction of a new 4 lane urban roadway
South Service Road W	Third Line	Fourth Line	Town	2.4	60	8	Shared Or Designated	Secondary	2025	Reconstruction and widening to a 3 lane urban roadway
Wycroft Road	Sinclair Road	Kerr Street	Town	0.5	50	-	Shared	Secondary	2021	Reconstruction of a 2 lane rural to a 4 lane urban and centre turn lane
Sixth Line	Upper Middle Road W. (Regional Road 38)	McCraney Street W.	Town	0.7	50	5	Designated	Primary	2021	Bike lane with repainting
North Service Road W.	Approximately 685 metres south / east of Bronte Road (Regional Road 25)	Third Line	Town	1.9	60	2	Shared Or Designated	Primary	2024	Reconstruction and widening to a 3 lane urban roadway
North Service Road W.	Bronte Road (Regional Road 25)	Approximately 685m south/east of Bronte Road	Town	0.7	60	2	Shared Or Designated	Primary	2024	Bike lane with repainting
Joshua's Creek Drive	Upper Middle Road E. (Regional Road 38)	North Service Road E.	Town	0.9	50	5	Designated	Secondary	2019	Bike lane with road reconstruction
Wycroft Road	Weller Court	Sinclair Road	Town	0.5	50	-	Shared	Secondary	2020	Bike lane with road widening
Wycroft Road	East of Fourth Line	Weller Court	Town	0.7	50	-	Shared	Secondary	2020	Widening and resurfacing to a 5 lane urban arterial
Wycroft Road	Fourth Line	East of Fourth Line	Town	0.2	50	-	Shared	Secondary	2020	Widening and resurfacing to a 5 lane urban arterial
Bridge Road	Warminster Drive	Fourth Line	Town	1.0	40	-	Shared	Secondary	2018	Reconstruction to an urban standard roadway
Bridge Road	Sherin Drive	Warminster Drive	Town	0.6	40	-	Shared	Secondary	2018	Reconstruction to an urban standard roadway
Bridge Road	Third Line	Sherin Drive	Town	0.5	40	-	Shared	Secondary	2018	Reconstruction to an urban standard roadway
Sixth Line	Dundas Street West	River Glen Boulevard	Town	0.5	50	-	Shared	Primary	2018	Bike lane with repainting
Royal Windsor Drive	Ford Drive (Regional Road 13)	Approximately 1.1 km west of start point	Town	1.1	50	-	Shared	Primary		Bike lane when road is reconstructed / urbanized
North Service Road E.	Iroquois Shore Road	Eighth Line	Town	0.7	60	6	Designated	Secondary		Bike lane with road reconstruction
Iroquois Shore Road	Trafalgar Road (Regional Road 3)	North Service Road E.	Town	1.1	50	11	Designated Or Separated	Primary		Bike lane with new road project
Cross Avenue	Lyons Lane	Argus Road	Town	0.4	50	-	Shared	Secondary		Modifications to Cross Avenue
Lyons Lane	Lyons's Lane road terminus	Cross Avenue	Town	0.5	50	-	Shared	Primary		Bike lane with road reconstruction
Chartwell Road	South Service Road	Cornwall Road	Town	0.5	50	-	Shared	Secondary		Reconstruction and widening to a 4 lane urban roadway
Cross Avenue	Trafalgar Road (Regional Road 3)	Royal Windsor Drive	Town	1.9	50	-	Shared	Secondary		Bike lane with new road project
North-South Crossing	North Service Road E.	Cross Avenue	Town	0.3	50	-	Shared	Secondary		Bike lane with new road project
North-South Crossing	White Oaks Boulevard	North Service Road E.	Town	0.5	50	7	Designated	Secondary		Bike lane with new road project
North Service Road E.	Eighth Line	Existing bike lanes on North Service Road E.	Town	1.1	60	5	Designated	Secondary		Reconstruction to a 3 lane urban roadway
North Service Road E.	Iroquois Shore Road	Approximately 440m south	Town	0.4	60	5	Designated	Secondary		Bike lane with road reconstruction
Cross Avenue	Argus Road	Trafalgar Road (Regional Road 3)	Town	0.2	50	-	Shared	Secondary		Bike lane with road reconstruction

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BUFFERED BIKE LANE										
Line Type ³ :			Total Length (km) Proposed:		16.9		Total Percentage of Buffered Bike Lane by Length in Overall Network: 3%			
Church Street	Navy Street	Allan Street	Town	0.7	50	-	Shared	Secondary	Long Term	Bike lane with repainting
Robinson Street	Navy Street	Allan Street	Town	0.7	50	2	Shared Or Designated	Secondary	Long Term	Buffered bike lane with road repainting
Speers Road	Fourth Line	Dorval Drive (Regional Road 17)	Town	1.2	50	23	Separated	Primary	2019	Widening and resurfacing to a 5 lane urban roadway
Speers Road	Third Line	Fourth Line	Town	2.6	50	20	Shared	Primary	2018	Widening and resurfacing of a 5 lane urban roadway
Speers Road	Woody Road	Kerr Street	Town	0.6	60	-	Shared	Primary	2020	Widening and resurfacing to a 5 lane urban arterial
Speers Road	Dorval Drive (Regional Road 17)	Woody Road	Town	0.2	60	-	Shared	Primary	2020	Bike lane with repainting
Speers Road / Cornwall Road	Kerr Street	Trafalgar Road (Regional Road 3)	Town	1.1	50	27	Separated	Primary	2025	Reconstruction and widening to a 6 lane urban roadway
Speers Road	Bronte Road (Regional Road 25)	Approximately 1.3 km east of Bronte Road	Town	1.3	60	10	Designated Or Separated	Primary	Long Term	Widening from 4 to 6 lanes
Lakeshore Road W.	Burloak Drive	Mississauga Street	Town	2.2	50	4	Shared Or Designated	Primary	2027	Buffered bike lane with road reconstruction
Speers Road	South entrance to Bronte GO station	Approximately 282 metres west	Town	0.3	60	10	Designated Or Separated	Primary	Long Term	Buffered bike lane with road widening
Lakeshore Road W.	Sandwell Drive	Whittington Place	Town	1.4	50	-	Shared	Primary	Current Project	Reconstruction to a 3 lane urban roadway
Lakeshore Road W.	Mississauga Street	Nelson Street	Town	1.3	50	11	Designated Or Separated	Primary		Bike lane with road reconstruction
Lakeshore Road W.	East Street	Third Line	Town	0.9	50	12	Designated Or Separated	Primary		Reconstruction to a 3 lane urban arterial road
Lakeshore Road W.	Third Line	Sandwell Drive	Town	1.3	50	-	Shared	Primary		Reconstruction and widening to a 3 lane urban roadway
Lakeshore Road W.	Whittington Place	Dorval Drive (Regional Road 17)	Town	1.2	50	-	Shared	Primary		Reconstruction of a 3 lane urban roadway
IN-BOULEVARD TRAIL										
Line Type ³ :			Total Length (km) Proposed:		26.2		Total Percentage of In-Boulevard Trail by Length in Overall Network: 4%			
Lakeshore Road E.	Morrison Road	Winston Churchill Boulevard (Regional Road 19)	Town	3.3	50	8	Designated	Primary	2019	Replace sidewalk to implement in-boulevard trail
Third Line	Wyecroft Road	Speers Road	Town	0.5	60	10	Designated Or Separated	Primary	2026	Replace sidewalk to implement in-boulevard trail
Cornwall Road	Chartwell Road	Morrison Road	Town	0.9	50	2	Shared Or Designated	Primary	2018	Reconstruction and widening to 4 lane urban roadway
Wyecroft Road	McPherson Road	Bronte Road (Regional Road 25)	Town	0.9	50	2	Shared	Primary	2021	New in-boulevard trail
North Oakville Road East Of Neyagawa Boulevard	Approximately 440 metres north of North Park Boulevard	315 metres north from start point	Town	0.3	60	-	Shared	Secondary	2019	New in-boulevard trail
North Oakville Road East Of Neyagawa Boulevard	Approximately 330 metres east of Neyagawa Boulevard	210 metres east from start point	Town	0.2	50	-	Shared	Secondary	2019	New in-boulevard trail
Cross-Town Trail	Ninth Line (Regional Road 13)	Bristol Circle	Town	0.8	-	-	Shared Or Designated	Primary	2020	New in-boulevard trail
Wyecroft Road	McPherson Road	Approximately 315 metres west of McPherson Road	Town	0.3	50	2	Shared	Primary	2021	Construction of a new 4 lane urban roadway
Wyecroft Road	Bronte Road (Regional Road 25)	Third Line	Town	2.1	50	9	Designated	Secondary	2026	Widening and resurfacing to a 4 lane urban roadway
Third Line	Speers Road	Rebecca Street	Town	1.3	50	17	Designated Or Separated	Primary	2026	Replace sidewalk to implement in-boulevard trail
North Service Road W.	Fourth Line	Dorval Drive (Regional Road 17)	Town	1.4	50	1	Shared	Secondary	2026	Replace sidewalk to implement in-boulevard trail
Connection into Sixteen Mile Sports Complex	Neyagawa Boulevard (Regional Road 4)	Sixteen Mile Sports Complex - Playing fields	Town	0.1	50	-	Shared	Secondary	2020	New in-boulevard trail
Lakeshore Road E.	Allan Street	Morrison Road	Town	1.6	50	8	Designated	Primary	Current Project Midtown Oakville Municipal Class Environmental Assessment (EA) Study ⁴	Replace sidewalk to implement in-boulevard trail
Royal Windsor	North Service Road E.	The Canadian Road	Town	0.8	60	-	Shared Or Designated	Primary		Widening from 2 to 5 lanes
Cornwall Road	Trafalgar Road (Regional Road 3)	Approximately 800m east	Town	0.8	50	16	Designated Or Separated	Primary		Replace sidewalk to implement in-boulevard trail
Midtown North-South Crossing east of Trafalgar Road	White Oaks Boulevard	Iroquois Shore Road	Town	0.5	60	-	Shared	Secondary		New in-boulevard trail
Midtown North-South Crossing east of Trafalgar Road	Iroquois Shore Road	Cross Avenue	Town	0.5	50	-	Shared	Secondary		New in-boulevard trail
Iroquois Shore Road	North Service Road E.	Eighth Line	Town	0.3	60	5	Designated	Primary		New in-boulevard trail
Iroquois Shore Road	Eighth Line	Midtown Oakville - North-South Road	Town	0.2	60	-	Shared	Primary		New in-boulevard trail
Iroquois Shore Road	Midtown Oakville - North-South Road	North Service Road E.	Town	0.3	60	6	Designated	Primary		New in-boulevard trail
Iroquois Shore Road	Oakville Place Drive	Approximately 100 metres east from start point	Town	0.1	50	3	Shared Or Designated	Primary		New in-boulevard trail
Iroquois Shore Road	Trafalgar Road (Regional Road 3)	Oakville Place Dr	Town	0.1	50	3	Shared Or Designated	Primary		New in-boulevard trail
North-South Crossing over the QEW	Trafalgar Road (Regional Road 3)	Cross Avenue	Town	0.8	0	-	Shared Or Designated	Secondary		New in-boulevard trail
Proposed north-south crossing over the QEW (west side of Trafalgar Road)	North Service Road E.	Argus Road	Town	0.3	-	-	Shared Or Designated	Secondary		New in-boulevard trail
Argus Road	Crossing over the QEW (west of Trafalgar Road)	Cross Avenue	Town	0.3	50	-	Shared Or Designated	Secondary	New in-boulevard trail	
Chartwell Road	South Service Road	Cornwall Road	Town	0.5	60	-	-	Secondary	Reconstruction and widening to a 4 lane urban roadway	
IN-BOULEVARD TRAIL										
Line Type ³ :			Total Length (km) Proposed:		26.2		Total Percentage of In-Boulevard Trail by Length in Overall Network: 4%			
Extension Of Khalsa Gate	Khalsa Gate	Approximately 230 metres south of Khalsa Gate road terminus	Town	0.2	-	-	-	Secondary	2020	New in-boulevard trail
Upper Middle Road W. (Extension of roadway at terminus)	Colonel William Parkway	City of Burlington Boundary	Town	1.7	-	-	-	Primary	Long Term	New in-boulevard trail
Lyons Lane	Cross Avenue	Oakville GO Station	Metrolinx	0.1	-	-	-	Secondary	Long Term	New in-boulevard trail
North Connection To Oakville Go Station (East)	Cross Avenue	Oakville GO Station	Metrolinx	0.1	-	-	-	Secondary	Long Term	Replace sidewalk to implement in-boulevard trail
South Connection to Oakville Go Station	Cornwall Road	Oakville GO Station	Metrolinx	0.1	-	-	-	Secondary	2023	Replace sidewalk to implement in-boulevard trail
North Connection To Bronte Go Station (West)	Wyecroft Road	Bronte GO Station	Metrolinx	0.2	-	-	-	Secondary	2025	Replace sidewalk to implement in-boulevard trail
North Connection To Bronte Go Station (East)	Wyecroft Road	Bronte GO Station	Metrolinx	0.2	-	-	-	Secondary	2025	Replace sidewalk to implement in-boulevard trail
Burnhamthorpe Road W. (Regional Road 27)	William Halton Parkway (west of Sixth Line)	William Halton Parkway (west of Ninth Line)	Town	4.5	60	-	-	Primary	Long Term	New in-boulevard trail. Town to assume ownership of road once William Halton Parkway is completed.



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OFF-ROAD TRAIL			Line Type ³ : 		Total Length (km) Proposed: 58.8		Percent of Total Network: 9.7%		Total Percentage of Off-Road Trail by Length in Overall Network: 10%	
Cross-Town Trail (north of Plymouth Drive)	Winston Churchill Boulevard (Regional Road 19)	Bristol Circle	Town	1.2	-	-	-	Primary	2020	Implement hard surface trail
Off Road Trail Connection In The Parkway	Ninth Line (Regional Road 13)	West Joshua's Creek Heritage Trail	Town	0.4	-	-	-	Secondary	Long Term	Implement soft compact surface trail
Off Road Trail Connection	Ford Drive (Regional Road 13)	Kingsford Garden Walkway	Town	0.2	-	-	-	Secondary	Long Term	Implement soft compact surface trail
Off Road Trail Connection In Hydro Corridor	Trafalgar Road (Regional Road 3) - north of Glenashton Drive	River Oaks Boulevard E.	Town	0.7	-	-	-	Secondary	Long Term	Implement soft compact surface trail
Off Road Trail Connection In Aspen Forest Park	Winston Churchill Boulevard (Regional Road 19)	Aspen Forest Park Walkway	Town	0.5	-	-	-	Secondary	Long Term	Implement soft compact surface trail
Off Road Connection Into Bronte Creek Provincial Park	Bronte Road old alignment	Existing Bronte Creek Provincial Park trails (north of the QEW)	Town	0.6	-	-	-	Secondary	Long Term	Implement hard surface trail
Off Road Trail to Sixteen Mile Sports Complex	Playing Fields	Sport Complex driveway entrance	Town	0.1	-	-	-	Secondary	2020	Implement hard surface trail
Off Road Trail Connection	North Service Road W.	Indian Ridge Trail	Town	0.3	-	-	-	Secondary	Long Term	Implement hard surface trail
Off Road Trail In Conservation Halton Lands	Sixth Line	Wildwoods Park Trail (east of Dorval Road)	Conservation Halton	1.1	-	-	-	Secondary	2026	Implement hard surface trail
Off Road Trail Into Bronte Creek Provincial Park	Upper Middle Road W. (Regional Road 38)	Existing Bronte Creek Provincial Park trails (south of the QEW)	Ontario Parks	0.8	-	-	-	Secondary	Long Term	Implement hard surface trail
Cross-Town Trail	Ninth Line (Regional Road 13)	West limit at Liptay Avenue (west of Colonel William Parkway)	Town	10.1	-	-	-	Primary	Current Project	Implement hard surface trail
North Oakville Recreational Trail System - Major Trails			Town	42.3	-	-	-	Secondary	North Oakville Recreational Trail System ⁴	Implement hard surface trail
North Oakville Recreational Trail System - Minor Trails			Town	0.4	-	-	-	Secondary		Implement soft compact surface trail
SIGNED ROUTE			Line Type ³ : 		Total Length (km) Proposed: 96.6		Percent of Total Network: 15.9%		Total Percentage of Signed Route by Length in Overall Network: 16%	
River Oaks Boulevard E.	Sixth Line	Trafalgar Road (Regional Road 3)	Town	1.4	50	3	Shared Or Designated	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Maple Avenue	Chartwell Road	Allan Street	Town	0.8	50	2	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Macdonald Road	Trafalgar Road (Regional Road 3)	Chartwell Road	Town	1.1	50	2	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Elmhurst Avenue	Maple Grove Drive	Devon Road	Town	1.0	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Constance Drive	Maple Grove Drive	Ford Drive (Regional Road 13)	Town	1.2	50	1	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Brookmill Road	Dunedin Road	Devon Road	Town	0.6	50	1	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Devon Road	Wedgewood Drive	Ford Drive (Regional Road 13)	Town	1.8	50	3	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Sunset Drive	Bridge Road	Rebecca Street	Town	0.7	50	-	Shared	Secondary	2020	Roadway surface in condition, good sightlines, low traffic volume
The Canadian Road	Ford Drive (Regional Road 13)	Royal Windsor Drive	Town	2.0	50	-	Shared	Secondary	2026	Roadway surface in condition, good sightlines, low traffic volume
Clearview Drive / Sir David Drive / Wynten Way / Prince John Circle	Jonathan Drive	Jonathan Drive	Town	2.2	50	2	Shared	Secondary	2020	Roadway surface in condition, good sightlines, low traffic volume
Winterbourne Drive / Wynten Way	Clearview Drive	Sir David Drive	Town	1.9	50	-	Shared	Secondary	2020	Roadway surface in condition, good sightlines, low traffic volume
Gable Drive	Wynten Way	Sheridan Garden Drive	Town	0.5	50	-	Shared	Secondary	2020	Roadway surface in condition, good sightlines, low traffic volume
Riverview Street	Mississauga Street	Lakeshore Road W.	Town	1.1	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Bristol Circle (west side of Winston Park Drive)	Winston Park Drive	Winston Park Drive	Town	2.7	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Robinson Street	Water Street	Navy Street	Town	0.1	50	-	Shared	Secondary	Long Term	Roadway surface in condition, good sightlines, low traffic volume
Creek Path Avenue	Great Lakes Boulevard	Great Lakes Boulevard	Town	1.3	50	2	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Arrowhead Road	North Ridge Trail	Meadowridge Drive	Town	0.7	50	2	Shared	Secondary	2019	Roadway surface in condition, good sightlines, low traffic volume
Pinegrove Road	Warminster Drive	Fourth Line	Town	1.0	50	3	Shared Or Designated	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Stewart Street	Maurice Drive	Queen Mary Drive	Town	0.7	50	-	Shared	Secondary	2023	Roadway surface in condition, good sightlines, low traffic volume

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SIGNED ROUTE			Line Type ³ : 		Total Length (km) Proposed: 96.6		Total Percentage of Signed Route by Length in Overall Network: 16%			
Maurice Drive	Mary Street	Stewart Street	Town	0.3	40	-	Shared	Secondary	2023	Roadway surface in condition, good sightlines, low traffic volume
North Service Road E.	Sixth Line	Trafalgar Road (Regional Road 3)	Town	1.2	50	1	Shared	Secondary	Long Term	Roadway surface in condition, good sightlines, low traffic volume
Jonathan Drive	Sir David Drive	Sheridan Garden Drive	Town	0.5	50	-	Shared	Secondary	2020	Roadway surface in condition, good sightlines, low traffic volume
Oak Park Boulevard	Dundas Street E. (Regional Road 5)	Trafalgar Road (Regional Road 3)	Town	1.1	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Sawgrass Drive / Wembley Road / Oakmead Boulevard	Oak Park Boulevard	Upper Middle Road E. (Regional Road 38)	Town	1.8	50	3	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Wildwood Drive / Mary Street	Fourth Line	Dorval Drive (Regional Road 17)	Town	1.5	50	-	Shared	Secondary	2019	Roadway surface in condition, good sightlines, low traffic volume
Parkside Drive	Fourth Line	Glen Oak Park Walk	Town	0.3	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Dunedin Road	Constance Drive	Ford Drive (Regional Road 13)	Town	0.6	50	1	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Aspen Forest Drive	Ford Drive (Regional Road 13)	Constance Drive and Ford Drive	Town	1.1	50	3	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Wedgewood Drive	Constance Drive	Trelawn Avenue	Town	1.4	50	1	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Woodhaven Park Drive	Hixon Street	Lakeshore Road W.	Town	0.5	50	-	Shared	Secondary	2021	Roadway surface in condition, good sightlines, low traffic volume
Meadowridge Drive	Craigleith Road	Arrowhead Road	Town	0.3	50	-	Shared	Secondary	2019	Roadway surface in condition, good sightlines, low traffic volume
Rockingham Drive	Pinery Crescent	Approximately 290 metres south to Cross Town Trail	Town	0.3	50	2	Shared	Secondary	2019	Roadway surface in condition, good sightlines, low traffic volume
Trafalgar Road	Randall Street	Lakeshore Road E.	Town	0.2	50	8	Designated	Primary	2019	Roadway surface in condition, good sightlines, low traffic volume
Hyde Park Gate	Dundas Street E. (Regional Road 5)	Bristol Circle	Town	0.2	50	9	Designated	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Rockingham Drive	Bayshire Drive	Approximately 220 metres north to Cross Town Trail	Town	0.2	50	-	Shared	Secondary	2019	Roadway surface in condition, good sightlines, low traffic volume
Meadowridge Drive	Dundas Street E. (Regional Road 5)	Craigleith Road	Town	0.2	50	-	Shared	Secondary	2019	Roadway surface in condition, good sightlines, low traffic volume
Pinery Crescent	Arrowhead Road	Rockingham Drive	Town	0.5	50	2	Shared	Secondary	2019	Roadway surface in condition, good sightlines, low traffic volume
Central Park Drive	Oak Park Boulevard	Glenashton Drive	Town	0.5	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Pinegrove Road	Fourth Line	Mary Street	Town	1.6	50	4	Shared Or Designated	Secondary	2019	Roadway surface in condition, good sightlines, low traffic volume
Trelawn Avenue / Hillhurst Road	Morrison Road	Lakeshore Road E.	Town	1.1	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Sandwell Drive	Rebecca Street	Lakeshore Road W.	Town	0.7	50	-	Shared	Secondary	2021	Roadway surface in condition, good sightlines, low traffic volume
Hixon Street	Third Line	Woodhaven Park Drive	Town	0.8	50	-	Shared	Secondary	2021	Roadway surface in condition, good sightlines, low traffic volume
Jones Street	Rebecca Street	Lakeshore Road W.	Town	0.8	50	3	Shared Or Designated	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Warren Drive	Cavendish Court	Maple Grove Drive	Town	0.4	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
North Oakville Road	Neyagawa Boulevard (Regional Road 4)	Burnhamthorpe Road W. Terminus (Regional Road 27)	Town	2.2	50	-	Shared	Secondary	Long Term	Roadway surface in condition, good sightlines, low traffic volume
Lees Lane	Pinegrove Road	Rebecca Street	Town	1.2	40	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Nautical Boulevard	Great Lakes Boulevard	Great Lakes Boulevard	Town	1.5	50	1	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Old Bronte Road	William Halton Parkway (Region Road 40)	Dundas Street W. (Regional Road 5)	Town	0.4	50	-	Shared	Secondary	2026	Streetscape roadway as per Town Capital Budget
Old Bronte Road	Bronte Road (Region Road 25)	William Halton Parkway (Regional Road 40)	Town	0.2	50	-	Shared	Secondary	2026	Roadway surface in condition, good sightlines, low traffic volume
White Oaks Boulevard	Trafalgar Road (Regional Road 3)	Approximately 212 metres east of Trafalgar Road	Town	0.2	50	7	Designated	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Warminster Drive	Bridge Road	Rebecca Street	Town	0.8	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Fourth Line	Lower Base Line	Highway 407 westbound ramps	Town	2.0	50	-	Shared	Primary	Long Term	Roadway surface in condition, good sightlines, low traffic volume
Ernest Appleby Boulevard	Dundas Street E. (Regional Road 5)	Wheat Boom Drive	Town	0.4	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Proposed east-west road north Of Threshing Mill Boulevard	Trafalgar Road (Regional Road 3)	Approximately 2.4 km west of Trafalgar Road	Town	2.4	50	5	Designated	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Proposed north-south road south Of Trafalgar Road, East of Neyagawa Boulevard	Burnhamthorpe Road W. (Regional Road 27)	Approximately 970m south of Burnhamthorpe Road W	Town	1.0	60	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Proposed north-south road between Sixth Line And Trafalgar Road	Burnhamthorpe Road E. (Regional Road 27)	Wheat Boom Drive	Town	1.8	80	-	Shared Or Designated	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume

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SIGNED ROUTE			Line Type ³ : 	Total Length (km) Proposed:	96.6		Total Percentage of Signed Route by Length in Overall Network: 16%			
Argus Road	North Service Road E.	Cross Avenue	Town	0.4	50	4	Shared Or Designated	Secondary	Long Term	Roadway surface in condition, good sightlines, low traffic volume
Sedgewick Crescent	Woodhaven Park Drive	Sandwell Drive	Town	0.4	50	-	Shared	Secondary	2021	Roadway surface in condition, good sightlines, low traffic volume
Linbrook Road	Chartwell Road	Morrison Road	Town	0.8	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Joshua's Creek Drive	Bayshire Drive	Upper Middle Road E. (Regional Road 38)	Town	0.2	50	4	Shared Or Designated	Secondary	2019	Roadway surface in condition, good sightlines, low traffic volume
North Oakville - West Area Road (East Street - West Street, North)	Tremaine Road (Regional Road 22)	Bronte Road (Regional Road 25)	Town	2.0	50	-	Shared	Secondary	Long Term	Roadway surface in condition, good sightlines, low traffic volume
North Oakville - West Area Road	Dundas Street W. (Regional Road 5)	Approximately 900m north	Town	0.8	50	-	Shared	Secondary	Long Term	Roadway surface in condition, good sightlines, low traffic volume
North Oakville - West Area Road (East Street - West Street, South)	Tremaine Road (Regional Road 22)	Bronte Road (Regional Road 25)	Town	2.1	50	-	Shared	Secondary	Long Term	Roadway surface in condition, good sightlines, low traffic volume
North Oakville - West Area Road (North-South)	Dundas Street W. (Regional Road 5)	Approximately 685m north	Town	0.7	50	-	Shared	Secondary	Long Term	Roadway surface in condition, good sightlines, low traffic volume
North Oakville - West Area Road (North-South)	Dundas Street W. (Regional Road 5)	Approximately 800m north	Town	0.8	50	-	Shared	Secondary	Long Term	Roadway surface in condition, good sightlines, low traffic volume
North Oakville Road (West of Sixth Line)	Dundas Street W. (Regional Road 5)	Approximately 2.4 km north of Dundas Street W.	Town	2.4	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Mary Street	Margaret Drive	Maurice Drive	Town	0.2	50	-	Shared	Secondary	2023	Reconstruction to an urban standard roadway
Devon Road	Morrison Road	Wedgewood Drive	Town	0.8	50	3	Shared	Secondary	2018	Reconstruction to an urban standard roadway
Constance Drive	Wedgewood Drive	Maple Grove Drive	Town	0.5	50	1	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Devon Road	Ford Drive (Regional Road 13)	Lakeshore Road E.	Town	1.0	50	3	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Warminster Drive	Pinegrove Road	Bridge Road	Town	0.4	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Woodhaven Park Drive	Hixon Street	Sedgewick Crescent	Town	0.1	50	-	Shared	Secondary	2021	Roadway surface in condition, good sightlines, low traffic volume
Trafalgar Road	Lakeshore Road E.	Robinson Street	Town	0.1	50	8	Designated	Primary	Long Term	Roadway surface in condition, good sightlines, low traffic volume
Chisholm Street / Bond Street	Forsythe St	Rebecca Street	Town	0.2	0	-	-	Secondary	2022	Reconstruction to an urban standard roadway
Navy Street	Randall Street	Church Street	Town	0.1	50	-	Shared	Secondary	Long Term	Consider adding sharrow markings in the middle of the travel (curb) lane
Allan Street	Lakeshore Road E.	Robinson Street	Town	0.1	50	9	Designated	Secondary	Long Term	Consider adding sharrow markings in the middle of the travel (curb) lane
Navy Street	Church Street	Lakeshore Road E.	Town	0.1	50	-	Shared	Secondary	Long Term	Roadway surface in condition, good sightlines, low traffic volume
Lakeshore Road W.	Wilson Street	Forsythe Street	Town	0.2	50	-	Shared	Primary	2018	Roadway surface in condition, good sightlines, low traffic volume
Lakeshore Road E.	Navy Street	Allan Street	Town	0.7	50	-	Shared	Primary	2019	Reconstruction of roadway
Bronte Road / Ontario Street / East Street	Lakeshore Road W.	Lakeshore Road W.	Town	1.1	50	15	Designated Or Separated	Secondary	2018	Consider adding sharrow markings in the middle of the travel (curb) lane
Navy Street	Randall Street	Lakeshore Road E.	Town	0.2	50	-	Shared	Secondary	Long Term	Consider adding sharrow markings in the middle of the travel (curb) lane
George Street	Church Street	Lakeshore Road E.	Town	0.1	50	-	Shared	Secondary	Long Term	Consider adding sharrow markings in the middle of the travel (curb) lane
Allan Street	Cornwall Road	Randall Street	Town	1.2	50	4	Shared	Secondary	2018	Consider adding sharrow markings in the middle of the travel (curb) lane
Trafalgar Road	Cornwall Road	Randall Street	Town	1.2	50	15	Shared	Primary	2018	Consider adding sharrow markings in the middle of the travel (curb) lane
Dunn Street	Trafalgar Road (Regional Road 3)	Randall Street	Town	0.2	50	3	Shared Or Designated	Secondary	2018	Consider adding sharrow markings in the middle of the travel (curb) lane
Kerr Street	Speers Road	Lakeshore Road W.	Town	1.3	50	27	Separated	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Proposed north-south road west Of Ninth Line	Burnhamthorpe Road E. (Regional Road 27)	Dundas Street E. (Regional Road 5)	Town	2.2	50	-	Shared	Primary	2019	Roadway surface in condition, good sightlines, low traffic volume
Threshing Mill Boulevard / Eighth Line	Trafalgar Road (Regional Road 3)	Dundas Street E. (Regional Road 5)	Town	1.3	50	-	Shared	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Proposed east-west road south Of Burnhamthorpe Road	Neyagawa Boulevard (Regional Road 4)	Approximately 1.4 km west of Ninth Line	Town	4.8	50	5	Designated	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Proposed north-south road (extension Of Prince Michael Drive)	Dundas Street E. (Regional Road 5)	Approximately 530m north	Town	0.5	50	-	Shared	Secondary	2019	Roadway surface in condition, good sightlines, low traffic volume
Sixteen Mile Drive / Wheat Boom Drive	Neyagawa Boulevard (Regional Road 4)	Proposed extension of Eighth Line	Town	4.2	50	5	Designated	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
North Park Boulevard	Neyagawa Boulevard (Regional Road 4)	Sixth Line	Town	2.1	50	5	Designated	Secondary	2018	Roadway surface in condition, good sightlines, low traffic volume
Bridge Road	Third Line	Bronte Road (Regional Road 25)	Town	2.4	50	-	Shared	Secondary	2020	Consider adding sharrow markings in the middle of the travel (curb) lane
Fourth Line	Speers Road	Lakeshore Road W.	Town	1.4	40	-	Shared	Primary	2022	Consider adding sharrow markings in the middle of the travel (curb) lane
Proposed extension Of Wheat Boom Drive	Eighth Line	Approximately 1.3 km east of Eighth Line	Town	1.3	50	5	Designated	Secondary	2019	Consider adding sharrow markings in the middle of the travel (curb) lane
Watson Avenue	Cornwall Road	Macdonald Road	Town	0.4	0	2	Shared	Secondary	2023	Consider adding sharrow markings in the middle of the travel (curb) lane
Bronte Road	Rebecca Street	Lakeshore Road W.	Town	0.8	50	15	Designated Or Separated	Primary	2018	Roadway surface in condition, good sightlines, low traffic volume
SIDEWALK			Line Type ³ : 	Total Length (km) Proposed:	367.8		Total Percentage of Signed Route by Length in Overall Network: 61%			
Previously Identified Sidewalks in the North Oakville Trails Plan study area and the Midtown Oakville Municipal Class EA Study area.			Town	317.1	-	-	-	-	-	Proposed sidewalks located in North Oakville and Midtown Oakville
Sidewalks along Town roads			Town	50.6	-	-	-	-	-	New sidewalks along local (Town of Oakville) roads

Notes:

- When applying the Ontario Traffic Manual Book 18: Cycling Facilities - Facility Selection Tool practitioners are asked to plot the AADT and operating speed on the nomograph to identify a preferred level of separation for the route (within the road right-of-way) identified.
- Average Annual Daily Traffic (AADT) represents the average number of vehicles that typically utilize the roadway on a daily basis. The values represent thousands. AADT applies only to on-road routes and therefore no value is shown for off-road routes.
- The line types illustrated for each facility type correspond to the line type (colour) displayed on the Proposed Facility Types maps (Maps 6 & 7).
- The phasing and cost for off-road routes in the North Oakville Trails Plan study area and proposed routes in the Midtown Oakville Municipal Class Environmental Assessment (EA) Study have been identified / approved in each respective plan and are not identified in this ATMP Update.

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This tab provides a summary of all proposed AT routes by facility type. Information in this tab includes street / segment name, to, from, jurisdiction, length, funding type, proposed cost by implementation year and additional comments. A summary of the total proposed cost by year is provided at the bottom of the table. Every effort has been made to associate the phasing of projects with the Town of Oakville's current Capital Plan.

Street / Segment Name	To	From	Jurisdiction	Length (km)	Funding Type		Estimated Short Term (2018-2027) Cost										Estimated Long Term (11-20+ Years) Cost	Municipal Class EA Schedule	Comment
					Funded Project ¹	Unfunded Project ²	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027			
BIKE LANE					Unit Cost ⁴ :	\$ 12,000													
No Road Construction / Widening Required (Remark Road)					Total Km:	13.1													
McCraney Street E.	Sewell Drive	Trafalgar Road (Regional Road 3)	Town	0.2													\$ 2,622	•	Bike lane with repainting
Kingsway Drive	Ford Drive (Regional Road 13)	Winston Churchill Boulevard (Regional Road 19)	Town	1.6					\$ 19,437									•	Bike lane with repainting
Randall Street	Allan Street	Navy Street	Town	0.7			\$ 8,483											•	Bike lane with repainting
Rebecca Street	Navy Street	Dorval Drive (Regional Road 17)	Town	1.2					\$ 14,508									•	Bike lane with repainting
Rebecca Street	Fourth Line	Southview Road	Town	0.9					\$ 10,836									•	Bike lane with repainting
Sheppard Road / Queen Mary Drive / Forsythe Drive	Speers Road	Rebecca Street	Town	1.2						\$ 14,607								•	Bike lane with repainting
North Service Road W.	Dorval Drive (Regional Road 17)	QEW westbound ramp	Town	0.4						\$ 5,280								•	Bike lane with repainting
Winston Park Drive	Dundas Street E. (Regional Road 5)	Upper Middle Road E. (Regional Road 38)	Town	2.0			\$ 24,228											•	Bike lane with repainting
Bristol Circle (east side of Winston Park Drive)	Winston Park Drive	Winston Park Drive	Town	2.1			\$ 25,020											•	Bike lane with repainting
Shepherd Road	Kerr Street	Speers Road	Town	0.4						\$ 4,257								•	Bike lane with repainting
Hospital Gate	William Halton Parkway (Regional Road 40)	Dundas Street W. (Regional Road 5)	Town	0.5												\$ 119,868	•	Bike lane with new road project	
Sixth Line	Upper Middle Road W. (Regional Road 38)	McCraney Street W.	Town	0.7				\$ 8,116										•	Bike lane with repainting
North Service Road W.	Bronte Road (Regional Road 25)	Approximately 685m south/east of Bronte Road	Town	0.7							\$ 8,212							•	Bike lane with repainting
Sixth Line	Dundas Street W.	River Glen Boulevard	Town	0.5			\$ 5,447											•	Bike lane with repainting
May Require Road Construction / Widening					Unit Cost ⁴ :	\$ 250,000													
					Total Km:	28.3													
Kerr Street	Existing Bike Lane	Speers Road	Town	1.0						\$ 243,730								B	Reconstruction to 4 lanes with grade separation at CN rail line
Wyecroft Road	Burloak Drive	Approximately 825m east	Town	0.8			\$ 205,616											B	Construction of a new 4 lane urban roadway
Sixth Line	Dundas Street E. (Regional Road 5)	Threshing Mill Boulevard	Town	0.8			\$ 197,827											B	Reconstruction to a 4 lane urban roadway
Sixth Line	Threshing Mill Boulevard	William Halton Parkway (Regional Road 40)	Town	2.0				\$ 509,082										B	Reconstruction to a 4 lane urban roadway
Threshing Mill Boulevard	Sixth Line	Trafalgar Road (Regional Road 3)	Town	1.3			\$ 321,668											B	Bike lane with new road project
North Oakville Road (Extension of Postmaster Drive)	William Halton Parkway (Regional Road 40)	Dundas Street W. (Regional Road 5)	Town	0.5												\$ 123,510	B	Bike lane with new road project	
Fourth Line	Wyecroft Road	North Service Road W.	Town	0.8					\$ 209,408									B	Bike lane with road reconstruction
Wyecroft Road	McPherson Road	Bronte Road (Regional Road 25)	Town	0.9				\$ 221,138										B	Bike lane with new road project
Palermo Way	William Halton Parkway (Regional Road 40)	Dundas Street W. (Regional Road 5)	Town	0.4												\$ 105,106	B	Bike lane with new road project	
Navy Street	Lakeshore Road E.	Robinson Street	Town	0.1												\$ 21,838	B	Bike lane with road reconstruction	
Allan Street	Randall Street	Lakeshore Road E.	Town	0.2			\$ 41,647											B	Bike lane with road widening
Khalsa Gate	Pine Glen Road	Khalsa Gate road terminus	Town	0.5				\$ 124,423										B	Bike lane when road is reconstructed / urbanized
Old Bronte Road	Dundas Street W. (Regional Road 5)	Pine Glen Road	Town	0.4					\$ 97,731									B	Bike lane when road is reconstructed / urbanized
Sixth Line	William Halton Parkway	Town Boundary	Town	0.3				\$ 73,737										B	Bike lane with road reconstruction
Wyecroft Road	Approximately 825 metres east of Burloak Drive	McPherson Road	Town	0.4				\$ 88,969										B	Construction of a new 4 lane urban roadway
South Service Road W	Third Line	Fourth Line	Town	2.4								\$ 597,084						B	Reconstruction and widening to a 3 lane urban roadway
Wyecroft Road	Sinclair Road	Kerr Street	Town	0.5				\$ 137,075										B	Reconstruction of a 2 lane rural to a 4 lane urban and centre turn lane
North Service Road W.	Approximately 685 metres south / east of Bronte Road (Regional Road 25)	Third Line	Town	1.9							\$ 462,862							B	Reconstruction and widening to a 3 lane urban roadway
Joshua's Creek Drive	Upper Middle Road E. (Regional Road 38)	North Service Road E.	Town	0.9			\$ 213,972											B	Bike lane with road reconstruction
Wyecroft Road	Weller Court	Sinclair Road	Town	0.5				\$ 127,485										B	Bike lane with road widening
Wyecroft Road	East of Fourth Line	Weller Court	Town	0.7				\$ 179,354										B	Widening and resurfacing to a 5 lane urban arterial
Wyecroft Road	Fourth Line	East of Fourth Line	Town	0.2				\$ 41,587										B	Widening and resurfacing to a 5 lane urban arterial
Bridge Road	Warminster Drive	Fourth Line	Town	1.0			\$ 257,290											B	Reconstruction to an urban standard roadway


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					Funded Project ¹	Unfunded Project ²	2018	2019	2020	2021	2022	2023	2024				2025	2026	2027	
May Require Road Construction / Widening			Unit Cost ⁴ :	\$ 250,000																
			Total Km:	28.3																
Bridge Road	Sherin Drive	Warminster Drive	Town	0.6			\$ 144,179										B	Reconstruction to an urban standard roadway		
Bridge Road	Third Line	Sherin Drive	Town	0.5			\$ 116,780											B	Reconstruction to an urban standard roadway	
Royal Windsor Drive	Ford Drive (Regional Road 13)	Approximately 1.1 km west of start point	Town (part of Midtown Oakville)	1.1															Bike lane when road is reconstructed / urbanized	
North Service Road E.	Iroquois Shore Road	Eighth Line	Town (part of Midtown Oakville)	0.7															Long Term Implementation. Bike lane with road reconstruction	
Iroquois Shore Road	Trafalgar Road (Regional Road 3)	North Service Road E.	Town (part of Midtown Oakville)	1.1															Long Term Implementation. Bike lane with new road project	
Cross Avenue	Lyons Lane	Argus Road	Town (part of Midtown Oakville)	0.4															Modifications to Cross Avenue	
Lyons Lane	Lyons Lane road terminus	Cross Avenue	Town	0.5															Bike lane with road reconstruction	
Chartwell Road	South Service Road	Cornwall Road	Town (part of Midtown Oakville)	0.5															Reconstruction and widening to a 4 lane urban roadway	
Cross Avenue	Trafalgar Road (Regional Road 3)	Royal Windsor Drive	Town (part of Midtown Oakville)	1.9															Bike lane with new road project	
North-South Crossing	North Service Road E.	Cross Avenue	Town (part of Midtown Oakville)	0.3															Bike lane with new road project	
North-South Crossing	White Oaks Boulevard	North Service Road E.	Town (part of Midtown Oakville)	0.5															Bike lane with new road project	
North Service Road E.	Eighth Line	Existing bike lanes on North Service Road E.	Town (part of Midtown Oakville)	1.1															Reconstruction to a 3 lane urban roadway	
North Service Road E.	Iroquois Shore Road	Approximately 440m south	Town (part of Midtown Oakville)	0.4															Bike lane with road reconstruction	
Cross Avenue	Argus Road	Trafalgar Road (Regional Road 3)	Town (part of Midtown Oakville)	0.2															Bike lane with road reconstruction	
BUFFERED BIKE LANE			Line Type ³ :		Unit Cost ⁴ :	\$ 15,000														
No Road Construction / Widening Required (Remark Road)			Total Km:	1.6																
Church Street	Navy Street	Allan Street	Town	0.7												\$ 10,442			Buffered bike lane with road repainting	
Robinson Street	Navy Street	Allan Street	Town	0.7												\$ 10,279			Buffered bike lane with road repainting	
Speers Road	Dorval Drive (Regional Road 17)	Woody Road	Town	0.2						\$ 2,653									Buffered bike lane with road repainting	
May Require Road Construction / Widening			Unit Cost ⁴ :	\$ 290,000																
			Total Km:	15.3																
Speers Road	Fourth Line	Dorval Drive (Regional Road 17)	Town	1.2			\$ 348,479												B	Widening and resurfacing to a 5 lane urban roadway
Speers Road	Third Line	Fourth Line	Town	2.6			\$ 764,047												B	Widening and resurfacing of a 5 lane urban roadway
Speers Road	Wood Road	Kerr Street	Town	0.6					\$ 159,827										B	Widening and resurfacing to a 5 lane urban arterial
Speers Road / Cornwall Road	Kerr Street	Trafalgar Road (Regional Road 3)	Town	1.1								\$ 313,239							B	Design Only - Reconstruction and widening to a 6 lane urban roadway
Speers Road	Bronte Road (Regional Road 25)	Approximately 1.3 km east of Bronte Road	Town	1.3											\$ 365,571				B	Widening from 4 to 6 lanes
Lakeshore Road W.	Burloak Drive	Mississauga Street	Town	2.2										\$ 634,027					B	Buffered bike lane with road reconstruction
Speers Road	South entrance to Bronte GO station	Approximately 282 metres west	Town	0.3											\$ 81,861				B	Buffered bike lane with road widening
Lakeshore Road W.	Sandwell Drive	Whittington Place	Town	1.4																Reconstruction to a 3 lane urban roadway
Lakeshore Road W.	East Street	Third Line	Town	0.9																Reconstruction to a 3 lane urban arterial road
Lakeshore Road W.	Mississauga Street	Nelson Street	Town	1.3																Bike lane with road reconstruction
Lakeshore Road W.	Third Line	Sandwell Drive	Town	1.3																Reconstruction and widening to a 3 lane urban roadway
Lakeshore Road W.	Whittington Place	Dorval Drive (Regional Road 17)	Town	1.2																Reconstruction of a 3 lane urban roadway

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					Funded Project ¹	Unfunded Project ²	2018	2019	2020	2021	2022	2023	2024				2025	2026	2027	
IN-BOULEVARD TRAIL					Line Type ³ :	Unit Cost ⁴ : \$250000 - \$275000														
					Total Km: 26.2															
Lakeshore Road E.	Morrison Road	Winston Churchill Boulevard (Regional Road 19)	Town	3.3				\$ 901,614										•	Replace sidewalk to implement in-boulevard trail	
Third Line	Wycroft Road	Speers Road	Town	0.5										\$ 137,980				•	Replace sidewalk to implement in-boulevard trail	
Cornwall Road	Chartwell Road	Morrison Road	Town	0.9				\$ 215,903										•	Reconstruction and widening to 4 lane urban roadway, new trail	
Wycroft Road	McPherson Road	Bronte Road (Regional Road 25)	Town	0.9						\$ 221,587								•	New in-boulevard trail	
North Oakville Road East Of Neyagawa Boulevard	Approximately 440 metres north of North Park Boulevard	315 metres north from start point	Town	0.3				\$ 78,376										•	New in-boulevard trail	
North Oakville Road East Of Neyagawa Boulevard	Approximately 330 metres east of Neyagawa Boulevard	210 metres east from start point	Town	0.2				\$ 52,841										•	New in-boulevard trail	
Cross-Town Trail	Ninth Line (Regional Road 13)	Bristol Circle	Town	0.8						\$ 211,390								•	New in-boulevard trail	
Wycroft Road	McPherson Road	Approximately 315 metres west of McPherson Road	Town	0.3						\$ 78,519								•	Construction of a new 4 lane urban roadway	
Lyons Lane	Cross Avenue	Oakville GO Station	Metrolinx	0.1											\$ 37,073			•	New in-boulevard trail	
North Connection To Oakville Go Station (East)	Cross Avenue	Oakville GO Station	Metrolinx	0.1											\$ 33,368			•	Replace sidewalk to implement in-boulevard trail	
South Connection to Oakville Go Station	Cornwall Road	Oakville GO Station	Metrolinx	0.1						\$ 18,945								•	Replace sidewalk to implement in-boulevard trail	
North Connection To Bronte Go Station (West)	Wycroft Road	Bronte GO Station	Metrolinx	0.2									\$ 44,296					•	Replace sidewalk to implement in-boulevard trail	
North Connection To Bronte Go Station (East)	Wycroft Road	Bronte GO Station	Metrolinx	0.2									\$ 59,158					•	Replace sidewalk to implement in-boulevard trail	
Wycroft Road	Bronte Road (Regional Road 25)	Third Line	Town	2.1										\$ 520,051				•	Widening and resurfacing to a 4 lane urban roadway	
Third Line	Speers Road	Rebecca Street	Town	1.3										\$ 350,446				•	Replace sidewalk to implement in-boulevard trail	
North Service Road W.	Fourth Line	Dorval Drive (Regional Road 17)	Town	1.4										\$ 394,970				•	Replace sidewalk to implement in-boulevard trail	
Connection into Sixteen Mile Sports Complex	Neyagawa Boulevard (Regional Road 4)	Sixteen Mile Sports Complex - Playing fields	Town	0.1						\$ 18,078								•	New in-boulevard trail	
Extension Of Khalsa Gate	Khalsa Gate	Approximately 230 metres south of Khalsa Gate road terminus	Town	0.2						\$ 56,928								•	New in-boulevard trail	
Upper Middle Road W. (Extension of roadway at terminus)	Colonel William Parkway	City of Burlington Boundary	Town	1.7											\$ 421,818			•	New in-boulevard trail	
Burnhamthorpe Road W. (Regional Road 27)	William Halton Parkway (west of Sixth Line)	William Halton Parkway (west of Ninth Line)	Town	4.5											\$ 1,135,000			•	New in-boulevard trail. Town to assume ownership of road once William Halton Parkway is completed.	
Lakeshore Road E.	Allan Street	Morrison Road	Town	1.6															Current Projects Underway (Includes environmental assessment studies, detailed design studies, etc.)	
Royal Windsor	North Service Road E.	The Canadian Road	Town (part of Midtown Oakville)	0.8															Refer to the Midtown Oakville Municipal Class Environmental Assessment (EA) Study for details regarding proposed cost estimates	
Cornwall Road	Trafalgar Road (Regional Road 3)	Approximately 800m east	Town (part of Midtown Oakville)	0.8															Widening from 2 to 5 lanes, new trail	
Midtown North-South Crossing east of Trafalgar Road	White Oaks Boulevard	Iroquois Shore Road	Town (part of Midtown Oakville)	0.5															Replace sidewalk to implement in-boulevard trail	
Midtown North-South Crossing east of Trafalgar Road	Iroquois Shore Road	Cross Avenue	Town (part of Midtown Oakville)	0.5															New in-boulevard trail	
Iroquois Shore Road	North Service Road E.	Eighth Line	Town (part of Midtown Oakville)	0.3															New in-boulevard trail	
Iroquois Shore Road	Eighth Line	Midtown Oakville - North-South Road	Town (part of Midtown Oakville)	0.2															New in-boulevard trail	
Iroquois Shore Road	Midtown Oakville - North-South Road	North Service Road E.	Town (part of Midtown Oakville)	0.3															New in-boulevard trail	
Iroquois Shore Road	Oakville Place Drive	Approximately 100 metres east from start point	Town (part of Midtown Oakville)	0.1															New in-boulevard trail	
Iroquois Shore Road	Trafalgar Road (Regional Road 3)	Oakville Place Dr	Town (part of Midtown Oakville)	0.1															New in-boulevard trail	
North-South Crossing over the QEW	Trafalgar Road (Regional Road 3)	Cross Avenue	Town (part of Midtown Oakville)	0.8															New in-boulevard trail	
Proposed north-south crossing over the QEW (west side of Trafalgar Road)	North Service Road E.	Argus Road	Town (part of Midtown Oakville)	0.3															New in-boulevard trail	
Chartwell Road	South Service Road	Cornwall Road	Town (part of Midtown Oakville)	0.5															Reconstruction and widening to a 4 lane urban roadway	

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					Funded Project ¹	Unfunded Project ²	2018	2019	2020	2021	2022	2023	2024				2025	2026
IN-BOULEVARD TRAIL					Line Type ³ : 		Unit Cost ⁴ : \$20 - \$100											
					Total Km: 26.2													
Argus Road	Crossing over the QEW (west of Trafalgar Road)	Cross Avenue	Town (part of Midtown Oakville)	0.3			Refer to the Midtown Oakville Municipal Class Environmental Assessment (EA) Study for details regarding proposed cost estimates									New in-boulevard trail		
OFF-ROAD TRAIL					Line Type ³ : 		Unit Cost ⁴ : \$ 250,000											
					Total Km: 56.5													
Cross-Town Trail (north of Plymouth Drive)	Winston Churchill Boulevard (Regional Road 19)	Bristol Circle	Town	1.2					\$ 305,228								•	Implement hard surface trail
Off Road Connection Into Bronte Creek Provincial Park	Bronte Road old alignment	Existing Bronte Creek Provincial Park trails (north of the QEW)	Town	0.6											\$ 157,584		•	Implement hard surface trail
Off Road Trail In Conservation Halton Lands	Sixth Line	Wildwoods Park Trail (east of Dorval Road)	Conservation Halton	1.1										\$ 269,295			•	Implement hard surface trail
Off Road Trail Into Bronte Creek Provincial Park	Upper Middle Road W. (Regional Road 38)	Existing Bronte Creek Provincial Park trails (south of the QEW)	Ontario Parks	0.8											\$ 207,084		•	Implement hard surface trail
Off Road Trail to Sixteen Mile Sports Complex	Playing Fields	Sport Complex driveway entrance	Town	0.1					\$ 17,249								•	Implement hard surface trail
Off Road Trail Connection	North Service Road W.	Indian Ridge Trail	Town	0.3											\$ 75,780		•	Implement hard surface trail
Cross-Town Trail	Ninth Line (Regional Road 13)	West limit at Liptay Avenue (west of Colonel William Parkway)	Town	10.1			Current Projects Underway (Includes environmental assessment studies, detailed design studies, etc.)									Implement hard surface trail		
North Oakville Recreational Trail System - Major Trails					Town	42.3			North Oakville Recreational Trail System The phasing and cost for off-road routes in the North Oakville Trails Plan study area have been identified / approved in the North Oakville Trails Plan and are not identified in this ATMP Update.									Implement hard surface trail
Soft Surface Trail					Unit Cost ⁴ : \$ 140,000													
					Total Km: 2.2													
Off Road Trail Connection In The Parkway	Ninth Line (Regional Road 13)	West Joshua's Creek Heritage Trail	Town	0.4											\$ 58,844		•	Implement soft compact surface trail
Off Road Trail Connection	Ford Drive (Regional Road 13)	Kingsford Garden Walkway	Town	0.2											\$ 32,497		•	Implement soft compact surface trail
Off Road Trail Connection In Hydro Corridor	Trafalgar Road (Regional Road 3) - north of Glenashton Drive	River Oaks Boulevard E.	Town	0.7											\$ 96,004		•	Implement soft compact surface trail
Off Road Trail Connection In Aspen Forest Park	Winston Churchill Boulevard (Regional Road 19)	Aspen Forest Park Walkway	Town	0.5											\$ 70,934		•	Implement soft compact surface trail
North Oakville Recreational Trail System - Minor Trails					Town	0.4			North Oakville Recreational Trail System The phasing and cost for off-road routes in the North Oakville Trails Plan study area have been identified / approved in the North Oakville Trails Plan and are not identified in this ATMP Update.									Implement soft compact surface trail

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					Funded Project ¹	Unfunded Project ²	2018	2019	2020	2021	2022	2023	2024				2025	2026	2027	
SIGNED ROUTE					Line Type ³ :	Unit Cost ⁴ : \$2000 - \$3500														
					Total Km: 96.6															
River Oaks Boulevard E.	Sixth Line	Trafalgar Road (Regional Road 3)	Town	1.4			\$ 2,856											•	Roadway surface in condition, good sightlines, low traffic volume	
Maple Avenue	Chartwell Road	Allan Street	Town	0.8			\$ 1,548											•	Roadway surface in condition, good sightlines, low traffic volume	
Macdonald Road	Trafalgar Road (Regional Road 3)	Chartwell Road	Town	1.1			\$ 2,289											•	Roadway surface in condition, good sightlines, low traffic volume	
Elmhurst Avenue	Maple Grove Drive	Devon Road	Town	1.0			\$ 1,942											•	Roadway surface in condition, good sightlines, low traffic volume	
Constance Drive	Maple Grove Drive	Ford Drive (Regional Road 13)	Town	1.2			\$ 2,481											•	Roadway surface in condition, good sightlines, low traffic volume	
Brookmill Road	Dunedin Road	Devon Road	Town	0.6			\$ 1,208											•	Roadway surface in condition, good sightlines, low traffic volume	
Devon Road	Wedgewood Drive	Ford Drive (Regional Road 13)	Town	1.8			\$ 3,503											•	Roadway surface in condition, good sightlines, low traffic volume	
Sunset Drive	Bridge Road	Rebecca Street	Town	0.7					\$ 1,480									•	Roadway surface in condition, good sightlines, low traffic volume	
The Canadian Road	Ford Drive (Regional Road 13)	Royal Windsor Drive	Town	2.0										\$ 3,900				•	Roadway surface in condition, good sightlines, low traffic volume	
Clearview Drive / Sir David Drive / Wynten Way / Prince John Circle	Jonathan Drive	Jonathan Drive	Town	2.2					\$ 4,433									•	Roadway surface in condition, good sightlines, low traffic volume	
Winterbourne Drive / Wynten Way	Clearview Drive	Sir David Drive	Town	1.9					\$ 3,847									•	Roadway surface in condition, good sightlines, low traffic volume	
Gable Drive	Wynten Way	Sheridan Garden Drive	Town	0.5					\$ 1,031									•	Roadway surface in condition, good sightlines, low traffic volume	
Riverview Street	Mississauga Street	Lakeshore Road W.	Town	1.1			\$ 2,204											•	Roadway surface in condition, good sightlines, low traffic volume	
Bristol Circle	Winston Park Drive	Winston Park Drive	Town	2.7			\$ 5,386											•	Roadway surface in condition, good sightlines, low traffic volume	
Robinson Street	Water Street	Navy Street	Town	0.1												\$ 199		•	Roadway surface in condition, good sightlines, low traffic volume	
Creek Path Avenue	Great Lakes Boulevard	Great Lakes Boulevard	Town	1.3			\$ 2,596											•	Roadway surface in condition, good sightlines, low traffic volume	
Arrowhead Road	North Ridge Trail	Meadowridge Drive	Town	0.7				\$ 1,379										•	Roadway surface in condition, good sightlines, low traffic volume	
Pinegrove Road	Warminster Drive	Fourth Line	Town	1.0			\$ 2,062											•	Roadway surface in condition, good sightlines, low traffic volume	
Stewart Street	Maurice Drive	Queen Mary Drive	Town	0.7						\$ 1,361								•	Roadway surface in condition, good sightlines, low traffic volume	
Maurice Drive	Mary Street	Stewart Street	Town	0.3						\$ 507								•	Roadway surface in condition, good sightlines, low traffic volume	
North Service Road E.	Sixth Line	Trafalgar Road (Regional Road 3)	Town	1.2												\$ 2,484		•	Roadway surface in condition, good sightlines, low traffic volume	
Jonathan Drive	Sir David Drive	Sheridan Garden Drive	Town	0.5					\$ 1,042									•	Roadway surface in condition, good sightlines, low traffic volume	
Oak Park Boulevard	Dundas Street E. (Regional Road 5)	Trafalgar Road (Regional Road 3)	Town	1.1			\$ 2,183											•	Roadway surface in condition, good sightlines, low traffic volume	
Sawgrass Drive / Wembley Road / Oakmead Boulevard	Oak Park Boulevard	Upper Middle Road E. (Regional Road 38)	Town	1.8			\$ 3,534											•	Roadway surface in condition, good sightlines, low traffic volume	
Wildwood Drive / Mary Street	Fourth Line	Dorval Drive (Regional Road 17)	Town	1.5				\$ 2,973										•	Roadway surface in condition, good sightlines, low traffic volume	
Parkside Drive	Fourth Line	Glen Oak Park Walk	Town	0.3			\$ 501											•	Roadway surface in condition, good sightlines, low traffic volume	
Dunedin Road	Constance Drive	Ford Drive (Regional Road 13)	Town	0.6			\$ 1,135											•	Roadway surface in condition, good sightlines, low traffic volume	
Aspen Forest Drive	Ford Drive (Regional Road 13)	Constance Drive and Ford Drive	Town	1.1			\$ 2,197											•	Roadway surface in condition, good sightlines, low traffic volume	
Wedgewood Drive	Constance Drive	Trelawn Avenue	Town	1.4			\$ 2,809											•	Roadway surface in condition, good sightlines, low traffic volume	
Woodhaven Park Drive	Hixon Street	Lakeshore Road W.	Town	0.5					\$ 1,054									•	Roadway surface in condition, good sightlines, low traffic volume	
Meadowridge Drive	Craigleith Road	Arrowhead Road	Town	0.3				\$ 523										•	Roadway surface in condition, good sightlines, low traffic volume	
Rockingham Drive	Pinery Crescent	Approximately 290 metres south to Cross Town Trail	Town	0.3				\$ 576										•	Roadway surface in condition, good sightlines, low traffic volume	
Trafalgar Road	Randall Street	Lakeshore Road E.	Town	0.2				\$ 337										•	Roadway surface in condition, good sightlines, low traffic volume	
Hyde Park Gate	Dundas Street E. (Regional Road 5)	Bristol Circle	Town	0.2			\$ 436											•	Roadway surface in condition, good sightlines, low traffic volume	
Rockingham Drive	Bayshire Drive	Approximately 220 metres north to Cross Town Trail	Town	0.2				\$ 444										•	Roadway surface in condition, good sightlines, low traffic volume	
Meadowridge Drive	Dundas Street E. (Regional Road 5)	Craigleith Road	Town	0.2				\$ 492										•	Roadway surface in condition, good sightlines, low traffic volume	
Pinery Crescent	Arrowhead Road	Rockingham Drive	Town	0.5				\$ 1,043										•	Roadway surface in condition, good sightlines, low traffic volume	
Central Park Drive	Oak Park Boulevard	Glenashton Drive	Town	0.5			\$ 1,058											•	Roadway surface in condition, good sightlines, low traffic volume	
Pinegrove Road	Fourth Line	Mary Street	Town	1.6				\$ 3,216										•	Roadway surface in condition, good sightlines, low traffic volume	

Town of Oakville
Active Transportation Master Plan (ATMP)
Table 3 Network Costing Overview | Final November 2017

Street / Segment Name	To	From	Jurisdiction	Length (km)	Funding Type		Estimated Short Term (2018-2027) Cost							Estimated Long Term (11-20+ Years) Cost	Municipal Class EA Schedule	Comment			
					Funded Project ¹	Unfunded Project ²	2018	2019	2020	2021	2022	2023	2024				2025	2026	2027
SIGNED ROUTE					Line Type ³ :		Unit Cost ⁴ : \$2000 - \$3500												
Trelawn Avenue / Hillhurst Road	Morrison Road	Lakeshore Road E.	Town	1.1			\$ 2,159											•	Roadway surface in condition, good sightlines, low traffic volume
Sandwell Drive	Rebecca Street	Lakeshore Road W.	Town	0.7						\$ 1,458								•	Roadway surface in condition, good sightlines, low traffic volume
Hixon Street	Third Line	Woodhaven Park Drive	Town	0.8						\$ 1,523								•	Roadway surface in condition, good sightlines, low traffic volume
Jones Street	Rebecca Street	Lakeshore Road W.	Town	0.8			\$ 1,538											•	Roadway surface in condition, good sightlines, low traffic volume
Warren Drive	Cavendish Court	Maple Grove Drive	Town	0.4			\$ 782											•	Roadway surface in condition, good sightlines, low traffic volume
North Oakville Road	Neyagawa Boulevard (Regional Road 4)	Burnhamthorpe Road W. Terminus (Regional Road 27)	Town	2.2												\$ 4,341		•	Roadway surface in condition, good sightlines, low traffic volume
Lees Lane	Pinegrove Road	Rebecca Street	Town	1.2			\$ 2,329											•	Roadway surface in condition, good sightlines, low traffic volume
Nautical Boulevard	Great Lakes Boulevard	Great Lakes Boulevard	Town	1.5			\$ 2,954											•	Roadway surface in condition, good sightlines, low traffic volume
Old Bronte Road	Bronte Road (Regional Road 25)	Dundas Street W. (Regional Road 5)	Town	0.4										\$ 820				•	Roadway surface in condition, good sightlines, low traffic volume
Old Bronte Road	Bronte Road (Regional Road 25)	William Halton Parkway (Regional Road 40)	Town	0.2										\$ 346				•	Roadway surface in condition, good sightlines, low traffic volume
White Oaks Boulevard	Trafalgar Road (Regional Road 3)	Approximately 212 metres east of Trafalgar Road	Town	0.2			\$ 425											•	Roadway surface in condition, good sightlines, low traffic volume
Warminster Drive	Bridge Road	Rebecca Street	Town	0.8			\$ 1,536											•	Roadway surface in condition, good sightlines, low traffic volume
Fourth Line	Lower Base Line	Highway 407 westbound ramps	Town	2.0												\$ 3,984		•	Roadway surface in condition, good sightlines, low traffic volume
Ernest Appleby Boulevard	Dundas Street E. (Regional Road 5)	Wheat Boom Drive	Town	0.4			\$ 742											•	Roadway surface in condition, good sightlines, low traffic volume
Proposed east-west road north Of Threshing Mill Boulevard	Trafalgar Road (Regional Road 3)	Approximately 2.4 km west of Trafalgar Road	Town	2.4			\$ 4,714											•	Roadway surface in condition, good sightlines, low traffic volume
Proposed north-south road south Of Trafalgar Road, East of Neyagawa Boulevard	Burnhamthorpe Road W. (Regional Road 27)	Approximately 970m south of Burnhamthorpe Road W	Town	1.0			\$ 1,936											•	Roadway surface in condition, good sightlines, low traffic volume
Proposed north-south road between Sixth Line And Trafalgar Road	Burnhamthorpe Road E. (Regional Road 27)	Wheat Boom Drive	Town	1.8			\$ 3,501											•	Roadway surface in condition, good sightlines, low traffic volume
Argus Road	North Service Road E.	Cross Avenue	Town	0.4												\$ 759		•	Roadway surface in condition, good sightlines, low traffic volume
Sedgewick Crescent	Woodhaven Park Drive	Sandwell Drive	Town	0.4					\$ 758									•	Roadway surface in condition, good sightlines, low traffic volume
Linbrook Road	Chartwell Road	Morrison Road	Town	0.8			\$ 1,658											•	Roadway surface in condition, good sightlines, low traffic volume
Joshua's Creek Drive	Bayshire Drive	Upper Middle Road E. (Regional Road 38)	Town	0.2				\$ 480										•	Roadway surface in condition, good sightlines, low traffic volume
North Oakville - West Area Road (East Street - West Street, North)	Tremaine Road (Regional Road 22)	Bronte Road (Regional Road 25)	Town	2.0												\$ 4,098		•	Roadway surface in condition, good sightlines, low traffic volume
North Oakville - West Area Road	Dundas Street W. (Regional Road 5)	Approximately 900m north	Town	0.8												\$ 1,700		•	Roadway surface in condition, good sightlines, low traffic volume
North Oakville - West Area Road (East Street - West Street, South)	Tremaine Road (Regional Road 22)	Bronte Road (Regional Road 25)	Town	2.1												\$ 4,243		•	Roadway surface in condition, good sightlines, low traffic volume
North Oakville - West Area Road (North-South)	Dundas Street W. (Regional Road 5)	Approximately 685m north	Town	0.7												\$ 1,369		•	Roadway surface in condition, good sightlines, low traffic volume
North Oakville - West Area Road (North-South)	Dundas Street W. (Regional Road 5)	Approximately 800m north	Town	0.8												\$ 1,592		•	Roadway surface in condition, good sightlines, low traffic volume
North Oakville Road (West of Sixth Line)	Dundas Street W. (Regional Road 5)	Approximately 2.4 km north of Dundas Street W.	Town	2.4			\$ 4,784											•	Roadway surface in condition, good sightlines, low traffic volume
Mary Street	Margaret Drive	Maurice Drive	Town	0.2								\$ 366						•	Reconstruction to an urban standard roadway
Devon Road	Morrison Road	Wedgewood Drive	Town	0.8			\$ 1,543											•	Reconstruction to an urban standard roadway
Constance Drive	Wedgewood Drive	Maple Grove Drive	Town	0.5			\$ 946											•	Roadway surface in condition, good sightlines, low traffic volume
Devon Road	Ford Drive (Regional Road 13)	Lakeshore Road E.	Town	1.0			\$ 1,996											•	Roadway surface in condition, good sightlines, low traffic volume
Warminster Drive	Pinegrove Road	Bridge Road	Town	0.4			\$ 717											•	Roadway surface in condition, good sightlines, low traffic volume
Woodhaven Park Drive	Hixon Street	Sedgewick Crescent	Town	0.1					\$ 218									•	Roadway surface in condition, good sightlines, low traffic volume
Trafalgar Road	Lakeshore Road E.	Robinson Street	Town	0.1												\$ 172		•	Roadway surface in condition, good sightlines, low traffic volume
Chisholm Street / Bond Street	Forsythe St	Rebecca Street	Town	0.2						\$ 456								•	Reconstruction to an urban standard roadway
Navy Street	Randall Street	Church Street	Town	0.1												\$ 290		•	Consider adding sharrow markings in the middle of the travel (curb) lane
Allan Street	Lakeshore Road E.	Robinson Street	Town	0.1												\$ 307		•	Consider adding sharrow markings in the middle of the travel (curb) lane
Navy Street	Church Street	Lakeshore Road E.	Town	0.1												\$ 170		•	Roadway surface in condition, good sightlines, low traffic volume
Lakeshore Road W.	Wilson Street	Forsythe Street	Town	0.2			\$ 1,692											•	Roadway surface in condition, good sightlines, low traffic volume

Town of Oakville
Active Transportation Master Plan (ATMP)
Tables 4 and 5 - Network Summary | Final November 2017

This page includes two summary tables. The first table summarizes the proposed projects by funding type (funded or unfunded) and jurisdiction. The second table summarizes the proposed projects by jurisdiction and implementation year. Both tables do not include costs associated with grade separated pedestrian crossings.

Funded projects are routes / facilities included in Oakville's 2009 Active Transportation Master Plan (ATMP) and the current DC By-Law. Funded projects also include proposed modifications to the facility types previously included (and funded for) in the 2009 ATMP. For example, a modification could include a proposed bike lane on a signed route previously identified in the 2009 ATMP. The proposed modifications are consistent with OTM Book 18. Unfunded projects includes routes / facility types currently not identified in the Town of Oakville DC By-law and would require additional monies.

Table 4 - Summary of Proposed Projects by Funding Type and Jurisdiction (excludes proposed Grade Separated Pedestrian Crossings - See Table 6)

	Town of Oakville	Metrolinx	Conservation Halton	Ontario Parks	Total
Funded Projects					
Short Term (AT Routes)	\$9,754,266	\$0	\$0	\$0	\$9,754,266
Long Term (AT Routes)	\$2,840,376	\$0	\$0	\$207,084	\$3,047,460
Total Funded	\$12,594,641	\$0	\$0	\$207,084	\$12,801,725
Unfunded Projects					
Short Term (AT Routes)	\$16,182,993	\$122,400	\$269,295	\$0	\$16,574,688
Long Term (AT Routes)	\$75,780	\$70,441	\$0	\$0	\$146,221
AT Related Studies / Investigations	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Total Unfunded	\$18,258,773	\$192,841	\$269,295	\$0	\$18,720,909
Total (Funded + Unfunded Projects)					
Short + Long Term	\$30,853,415	\$192,841	\$269,295	\$207,084	\$31,522,634

Note:

The cost of AT facilities located in Oakville under the jurisdiction of Halton Region is captured in the Halton Region Active Transportation Master Plan (2015) and not included in this fee estimate. Refer to Technical Appendix K for active transportation routes proposed under the jurisdiction of Halton Region.

Table 5 - Summary of Proposed Projects by Jurisdiction and Implementation Year (excludes proposed Grade Separated Pedestrian Crossings - See Table 6)

	Summary of Estimated Cost by Year and Jurisdiction									
	Town of Oakville		Metrolinx		Conservation Halton		Ontario Parks		Total	
	Length (km)	Cost	Length (km)	Cost	Length (km)	Cost	Length (km)	Cost	Length (km)	Cost
2018	70.4	\$ 2,418,091	0	\$ -	0	\$ -	0	\$ -	70.4	\$ 2,418,091
2019	16.5	\$ 1,675,330	0	\$ -	0	\$ -	0	\$ -	16.5	\$ 1,675,330
2020	17.1	\$ 1,309,209	0	\$ -	0	\$ -	0	\$ -	17.1	\$ 1,309,209
2021	8.5	\$ 1,343,234	0	\$ -	0	\$ -	0	\$ -	8.5	\$ 1,343,234
2022	2.9	\$ 312,653	0	\$ -	0	\$ -	0	\$ -	2.9	\$ 312,653
2023	4.5	\$ 271,493	0.1	\$ 18,945	0	\$ -	0	\$ -	4.6	\$ 290,438
2024	2.5	\$ 471,074	0	\$ -	0	\$ -	0	\$ -	2.5	\$ 471,074
2025	3.5	\$ 910,323	0.4	\$ 103,455	0	\$ -	0	\$ -	3.8	\$ 1,013,778
2026	7.8	\$ 1,408,513	0	\$ -	1.1	\$ 269,295	0	\$ -	8.9	\$ 1,677,808
2027	2.2	\$ 634,027	0	\$ -	0	\$ -	0	\$ -	2.2	\$ 634,027
Long Term (11-20+ Years)	26.6	\$ 2,916,155	0.3	\$ 70,441	0	\$ -	0.8	\$ 207,084.1	27.7	\$ 3,193,681
Sidewalks (on Town roads only) ¹	50.6	\$ 15,183,312	-	\$ -	-	\$ -	-	\$ -	50.6	\$ 15,183,312
AT Related Studies / Investigations	-	\$ 2,000,000	-	\$ -	-	\$ -	-	\$ -	-	\$ 2,000,000
Current Projects Underway ²	-	\$ -	-	\$ -	-	\$ -	-	\$ -	17.8	\$ -
North Oakville ³	-	\$ -	-	\$ -	-	\$ -	-	\$ -	42.7	\$ -
Midtown Oakville ⁴	-	\$ -	-	\$ -	-	\$ -	-	\$ -	14.3	\$ -
Total	213.1	\$ 30,853,415	0.7	\$ 192,841	1.1	\$ 269,295	0.8	\$ 207,084	290.4	\$ 31,522,634

Notes:

- The estimated cost to implement sidewalks includes the proposed sidewalk links (only on Town roads) illustrated on Maps 3 and 4. The estimated cost does not include a unit price / assumption for new sidewalks / improvements that may be requested by Council and / or local residents in the future. The Town of Oakville should consider budgeting an additional \$300,000 per year to address unplanned sidewalk improvements that may be requested in the future.
- Includes projects identified in current studies such as environmental assessment studies, detailed design studies, etc.
- The phasing and cost for off-road routes in the North Oakville Trails Plan study area have been identified / approved in the North Oakville Trails Plan and are not identified in this ATMP Update.
- The phasing and cost for routes in the Midtown Oakville study area have been identified / approved in the Midtown Oakville Municipal Class Environmental Assessment Study Report 2014 and are not identified in this ATMP Update.

Town of Oakville
Active Transportation Master Plan (ATMP)
Table 6 Summary of Grade Separated Pedestrian Crossings | Final November 2017

To develop the Active Transportation Master Plan (ATMP) Update, the grade separated pedestrian crossings previously identified in the 2009 ATMP (17 locations) were reviewed and reassessed using a number of factors including location (i.e. crossings at-grade with the roadway), space / right-of-way limitations, potential construction costs, demand / additional user effort and maintenance. Additional consideration was given to the Accessibility for Ontarians with Disabilities Act (AODA) to design a network that is accessible to people of all ages, abilities and skill-level. AODA Criteria that should be considered when designing for cyclists and pedestrian include: operational experience, width, slop, surface, changes in level and signage.

Based on factors noted above and input received from the public, stakeholders and town staff, 6 grade separated pedestrian crossings are proposed to be implemented as part of the AT network (including three crossings located in Midtown Oakville). The table below summarizes the estimated cost for the AT component (if not a stand-alone AT project) of proposed grade separated pedestrian crossings. The table provides a description of the route, the approximate crossing length and estimated costs excluding crossings located in Midtown Oakville. Refer to the Midtown Oakville Municipal Class EA study for additional information on these crossings.

Table 6 - Estimated Cost for AT Component of Proposed Grade Separated Pedestrian Crossings

Description ¹	Funding Type ²		Estimated Span of Crossing (metres)	Estimated Cost of Crossing
	Funded Project	Unfunded Project		
Kerr Street at existing railway crossing (north of Speers Road)			23	\$ 276,000
Cross-Town Trail crossing at Highway 403			52	\$ 624,000
Bronte Creek Provincial Park - Extension of Upper Middle Road at Bronte Creek ³			215-225	\$ 10,000,000
Conservation Halton lands - Proposed north crossing over Sixteen Mile Creek			40	\$ 480,000
Bronte Creek Provincial Park - Extension south of the QEW over Bronte Creek			15	\$ 180,000
Conservation Halton lands - Proposed south crossing over Sixteen Mile Creek			20	\$ 240,000
Total Estimated Cost (millions)				\$ 11,800,000
Total Estimated Cost (millions) of Funded Crossings				\$ 10,900,000
Total Estimated Cost (millions) of Unfunded Crossings				\$ 900,000

Notes:

1. The cost to construct proposed crossings located in the Midtown Oakville study area have been identified and approved in the Midtown Oakville Class EA Study and are not identified in this ATMP Update.
2. Green is used to identify funded grade separated pedestrian crossings previously included in the Town of Oakville Active Transportation Master Plan (ATMP) 2009 and current DC By-law. Red is used to identify crossings that are not currently funded i.e. crossings not included in the Town of Oakville DC By-law and would require additional funding.
3. A high-level cost estimated is provided for the Bronte Creek Provincial Park crossing (extension of Upper Middle Road at Bronte Creek) as this is proposed to be a signature bridge for the town. Signature bridges are architecturally designed crossings and considered a destination.

Town of Oakville
Active Transportation Master Plan (ATMP)
Tables 7 and 8 Maintenance Costing Overview | Final November 2017

Table 7 - Estimated AT Network Maintenance Costs

Facility Type	Total Km (Existing and Proposed)	Per km Cost (per year)	Cost per Year
Off-Road Trail	311.5	\$1,060	\$330,178
In-Boulevard Trail	138.9	\$4,235 - \$4,860	\$588,132 - \$674,929
Paved Shoulder	1.0	\$6,260 - \$7,660	\$6,141 - \$7,514
Buffered Bike Lane	17.8	\$8,050 - \$9,650	\$143,289 - \$171,769
Bike Lane	105.4	\$6,650 - \$8,050	\$700,794 - \$848,329
Signed Route	147.2	\$260	\$38,266 - \$38,266
Sidewalk	1081.6	\$2,550	\$2,758,108
Total			\$4,564,909 - \$4,829,094

Table 8 - Cost Assumptions for Additional Maintenance

Item	Unit Price	Assumptions
Painted Line Markings	\$2.5 / m	Unit price is for a single 100 mm wide painted line marking, therefore assume - \$5 / m for both sides of the road.
Cold Plastic Line Markings	\$5 / m	Unit price is for a single 100 mm wide cold plastic line marking, therefore \$10 / m for both sides of the road. Maintenance cost assumes that plastic line markings are replaced every 5 years (or 20% annually). See calculations below: » \$5 / m x 20% = \$1 / m
Painted Stencils	\$50 / each	Assumes stencils are placed every 75m as per OTM Book 18, therefore 26 stencils / kilometre on both sides of the road (13 signs on each side of the road). Maintenance cost assumes 30% of painted stencils will need to be replaced / renewed on an annual basis. This equates to \$400 per year. See calculations below: » \$50 x 26 = \$1,300 » \$1,300 x 30% = \$400
Cold Plastic Stencils	\$275 / each	Assumes stencils are placed every 75m as per OTM Book 18. 26 signs in 1 kilometre on both sides of the road (13 signs on each side of the road). Maintenance cost assumes 30% of painted stencils will need to be placed / renewed on an annual basis. This equates to \$2,200 per year. See calculations below: » \$275 x 26 = \$7,150 » \$7,150 x 30% = \$2,200
Route Signs	\$200 / each	Assumes 26 signs per kilometre (13 on both sides of the road / route). Maintenance cost assumes 5% of all signs will need to be replaced annually. This equates to \$260 annually. See calculations below: » \$200 x 26 = \$5,200 » \$5,200 x 5% = \$260
Sweeping Costs	\$2,400 - \$4,000 / km	Assumes sweeping frequency of 6-10 times a year (uni-directional, one side of the road)
Sidewalk Maintenance	\$2,550 / km	Includes winter and summer maintenance. Based on Town of Oakville Road and Works Operations budgets. Average cost for winter maintenance in is \$1,750 / km. Sidewalks are maintained to a bare pavement standard (regular salt usage). Average cost for summer maintenance is \$800 / km and includes annual Minimum Maintenance Standards inspections, rehabilitations and replacement work.