

COV COST ESTIMATES PRESENTED TO THE PANEL

	WILLIAM		MALKIN		NAT/GRA	
	low	hi	low	hi	low	hi
Roadway	20	25	20	25	20	25
Overpass	85	120	85	120	105	140
Adanac Bikeway	25	35	25	35	25	35
Land Acquisition	35	45	25	60	35	45
Property Impact Mitigation	15	20	15	25	160	240
Parkland Acq	40	66	5	47	4	8
Park Mitigation	11	18	1	16	0.5	1
Total Cost	231	329	176	328	350	494
Average	280		252		421.8	

SRA COST ESTIMATES

	WILLIAM		MALKIN		NAT/GRA		S Curve NAT/CHA		Straight NAT/CHA	
	low	hi	low	hi	low	hi	low	hi	low	hi
Roadway	35	45	20	25	20	25	20	25	20	25
Overpass	85	120	85	120	105	140	90	130	90	130
Adanac Bikeway	25	35	25	35	25	35	25	35	25	35
Land Acquisition	45	60	25	60	35	45	15	25	15	25
Property Impact Mitigation	20	25	15	25	160	240	90	120	90	120
Parkland Acq	40	66	5	47	4	8	4	8	4	8
Park Mitigation	11	18	1	16	0.5	1	0.5	1	0.5	1
Total Cost	261	369	176	328	350	494	245	344	245	344
Average Cost	315		252		421.8		294		294.3	
Covered by Port/CN	155		155		175		165		165	
Land sale/Regional contrib							50		50	
Cost to COV	160		97		246.8		79.3		79.25	

Why we question the COV estimates

William Roadway	Costs need to include roadwork on Raymur
William Land Acq	City underestimates building acquisition/mitigation
NatCha overpass	estimate based on shorter span than Nat Gra
NatCha Prop Mitigation	estimate based on relocating to a regional centre outside city limits and not building a \$40M parking garage for city employee

SRA measurements used as the basis for our assumptions

bridge span	46m	76m	105m	90m	90m
overpass + ramps=bridge	420m	400m	620m	428m	428m
land acquisition	19200M2	19250m2	27188m2	12386m2	26790m2
property impact	4800m2	4849m2	15000m2	14265m2	14265m2
Parkland acquisition	13125m2	8250m2	0m2	0m2	0m2

Roadway

1670m

1700m

1940m

1950m

1950m