

APPENDIX H:

Transportation Improvement Excerpts

Regional Road 25
Transportation Corridor
Improvements from Steeles
Avenue to 5 Side Road,
Town of Milton/Town of
Halton Hills

Environmental Study Report



Prepared for:
Regional Municipality of
Halton

Prepared by:
Stantec Consulting Ltd.

October 2020

Regional Road 25 Transportation Corridor Improvements from Steeles Avenue to 5 Side Road, Town of Milton/Town of Halton Hills

7.1 Major Features

7.1.1 Design Criteria

Currently, Regional Road 25 is a four-lane major arterial road with a posted speed limit of 50km/h between Steeles Avenue and James Snow Parkway, and 70km/h between James Snow Parkway and 5 Side Road. After the improvements have been implemented, the posted speed limits on Regional Road 25 will remain consistent with existing posted speeds. This is consistent with Regional Road 25's major arterial road classification. The geometric design details for the proposed widening have been provided in **Table 9**, below.

Table 9: Design Criteria

| | Existing Conditions | Design Standard | Proposed Standard |
|------------------------|---|---|---|
| Design Speed | 90 km/h | 90 km/h | 80 km/h from Steeles Avenue to James Snow Parkway 90 km/h from James Snow Parkway to 5 Side Road |
| Posted Speed | 50 km/h between Steeles Avenue and north of Highway 401 70 km/h between north of Highway 401 and 5 Side Road | 50 km/h between Steeles Avenue and James Snow Parkway 70 km/h between James Snow Parkway and 5 Side Road | 50 km/h from Steeles Avenue and James Snow Parkway 70 km/h from James Snow Parkway and 5 Side Road |
| No. of Lanes and Width | 4 lanes at 3.5 m | 6 lanes at 3.5 m | 6 lanes at 3.5 m |
| Boulevard Treatment | | Boulevard width varies 0.5 m curb and gutter | 0.5 m "kill strip", varies 0.5 m curb and gutter |



Regional Road 25 Transportation Corridor Improvements from Steeles Avenue to 5 Side Road, Town of Milton/Town of Halton Hills

| | Existing Conditions | Design Standard | Proposed Standard |
|---|--|---|---|
| Provisions for Pedestrians and Cyclists | Sidewalk and multi-use path on west side from Steeles Avenue to Chisholm Drive | Multi-use Path (3.0 m), both sides On-road Bike Lane (1.8 m), both sides | Multi-use Path (3.0 m), both sides On-road Bike Lane (1.8 m), both sides |
| Minimum Grade | 0.11% | 0% | 0.11% |
| Maximum Grade | 3.53% | 6-8% | 4.00% |
| Minimum Curve Radius | 575 m | 340 m | 600 m |
| Minimum Stopping Sight Distance | 130 m | 130 - 170 m | 150 m |
| Minimum Crest Curve | $K_{\text{crest}} = 40$ | $K_{\text{crest}} = 32 - 53$ | $K_{\text{crest}} = 35$ |
| Minimum Sag Curve | $K_{\text{sag}} = 30$ | $K_{\text{sag}} = 15-20^*$ | $K_{\text{sag}} = 15$ |
| Basic ROW | Varies | 47 m | Varies |

*TAC table 2.1.3.4 Rate of Sag Vertical Curvature (k)

7.1.2 Horizontal Alignment

The widening of Regional Road 25 will be completed using the “best-fit” approach, considering the constraints and surrounding environments. The “best-fit” alignment was developed on a segment-by-segment basis to ensure specific constraints on both the east and west side of the corridor were considered. The proposed widening was evaluated based on its ability to minimize potential impacts to surrounding natural, socio-economic, cultural, and technical environments. In areas where constraints exist, the cross-section elements (median/boulevard widths, etc.) were modified to minimize potential impacts to adjacent properties and features.

7.1.3 Profile

The proposed vertical profile is proposed to generally follow that of the existing Regional Road 25 profile in order to minimize property impacts. A preliminary geotechnical investigation was carried out by GeoPro Consulting which also provided preliminary pavement design recommendations. A copy of the report is included in **Appendix J**.



Regional Road 25 Transportation Corridor Improvements from Steeles Avenue to 5 Side Road, Town of Milton/Town of Halton Hills

7.1.4 Typical Cross Sections

The proposed typical cross-section for the Regional Road 25 corridor improvements between Steeles Avenue and 5 Side Road is illustrated in **Figure 19**. The proposed cross-section within the study area will generally include the following features:

- 47 m right-of-way (varies locally near intersections and at constrained locations such as commercial properties).
- 6 lane cross-section (3 lanes in each direction).
- 5.5 m landscaped raised median, reduced to 1.0 m in constrained right-of-way areas.
- Reduction in the southbound left turn lane width from 3.5 m to 3.25 m at Regional Road 25 and High Point Drive, to minimize property impacts.
- Active transportation facilities, as follows:
 - 3.0 m multi-use path on both sides of the road throughout the project study limits, reduced to 2.4 m in constrained areas.
 - 1.8 m exclusive on-bike lanes on both sides of the road throughout the corridor.
- Boulevard, varying in width throughout the study area.
- 0.5 m curb and gutter and 0.5 m “kill strip” along both sides of the roadway.

In areas with existing constraints due to adjacent businesses and properties, the cross-section has been modified to minimize or avoid impacts to these features. These constraints include 8470 Regional Road 25, 8501 Chudleigh Way, 8473 Regional Road 25, the CN Rail overpass, and other buildings and properties in close proximity to the road right-of-way. Modification to the cross-section in restricted areas will be subject to further refinement during detailed design.



Regional Road 25 Transportation Corridor Improvements from Steeles Avenue to 5 Side Road, Town of Milton/Town of Halton Hills

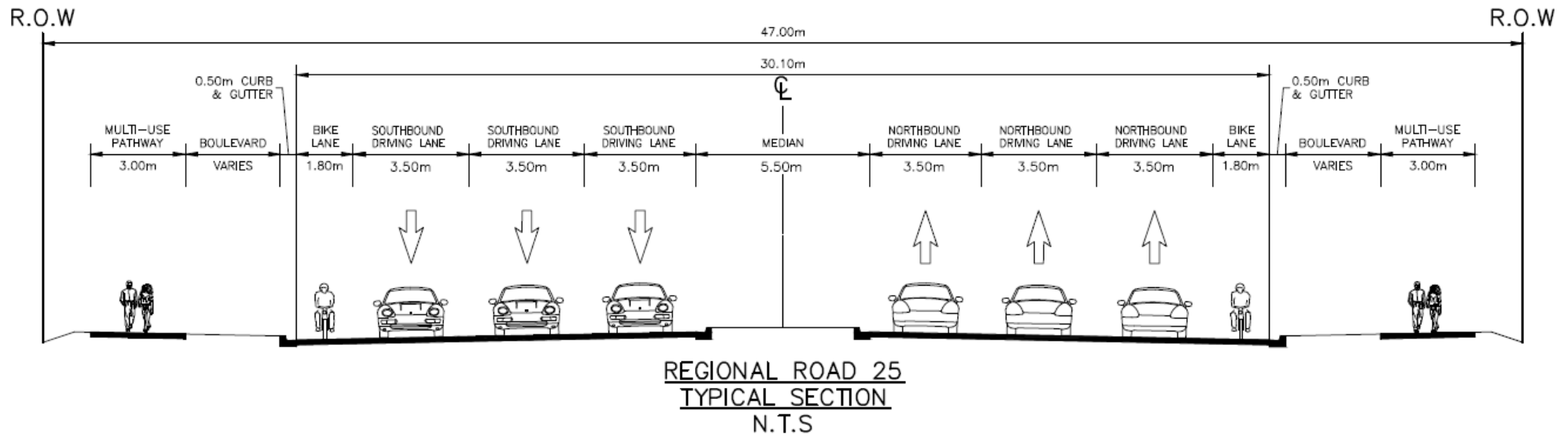
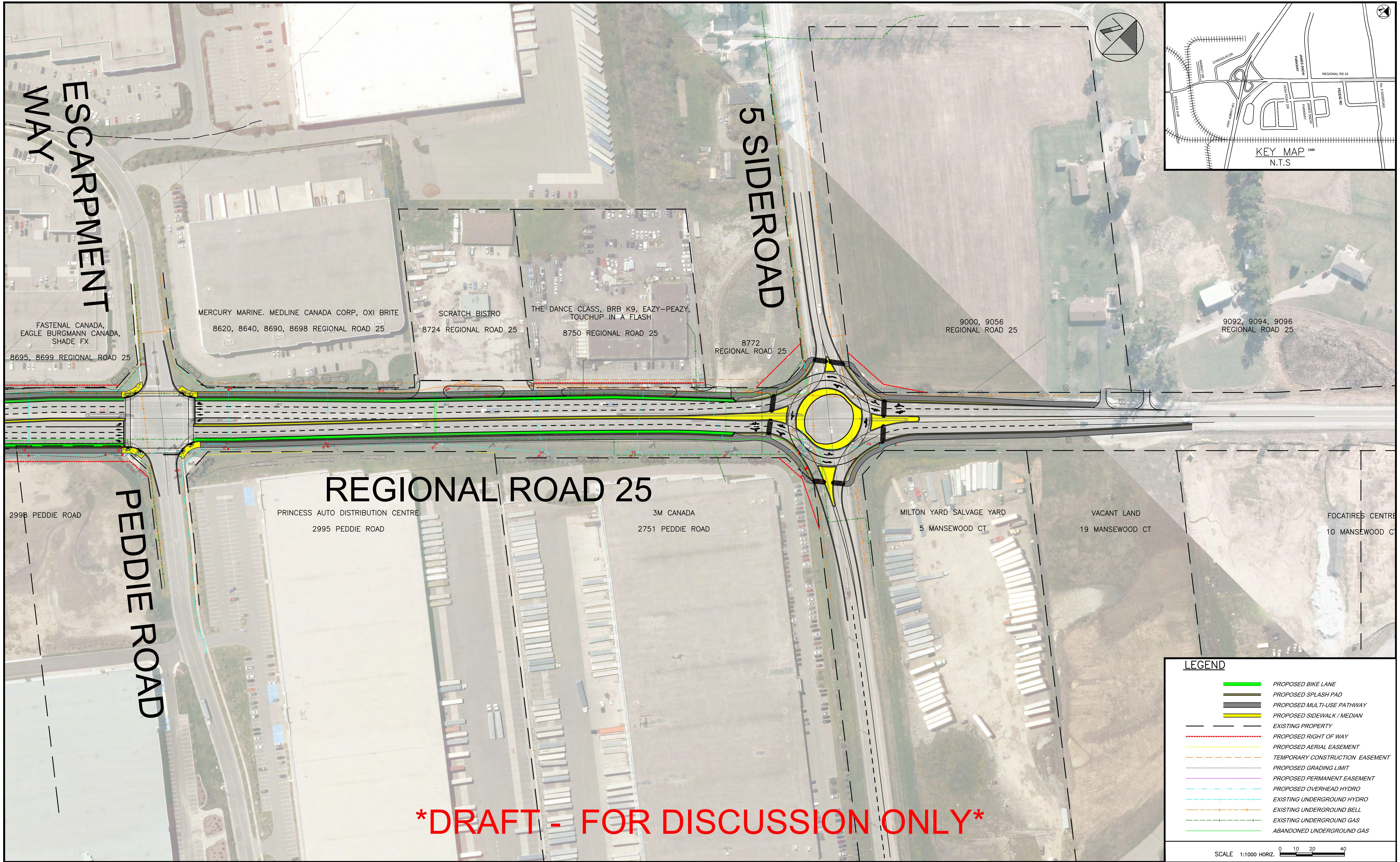


Figure 19: Regional Road 25 Proposed Typical Cross-Section







North Halton Coordinated Municipal Class Environmental Assessment (MCEA) Study

Virtual Public Information Centre #2
December 9, 2024 to January 10, 2025
Video 1 - Introduction



North Halton Coordinated Municipal Class Environmental Assessment Study

Regional Road 25 from 5 Side Road to 10 Side Road

Virtual Public Information Centre #2
December 9, 2024 to January 10, 2025
Video #4 – Regional Road 25

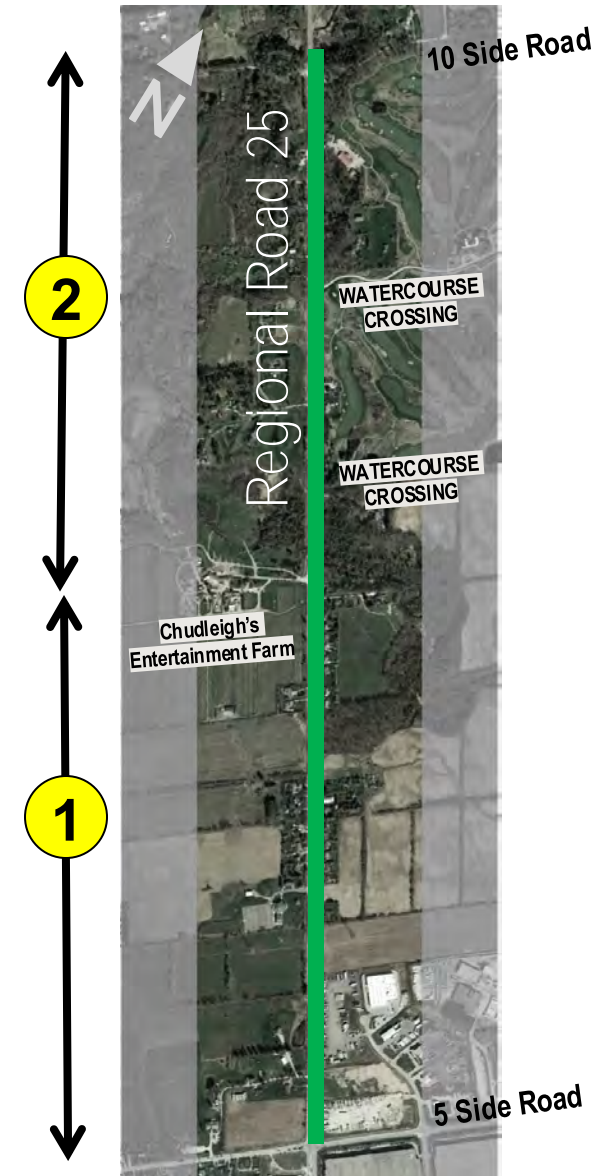


Regional Road 25 Alternative Design Concepts

Corridor Segments

Based on existing characteristics, Regional Road 25 was split into two segments to evaluate the design alternatives:

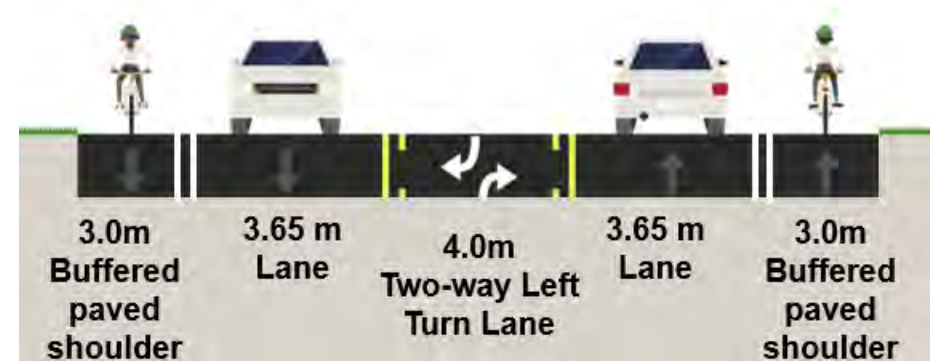
- 1 **Segment 1:** 5 Side Road to Chudleigh's Entertainment Farm Access
- 2 **Segment 2:** Chudleigh's Entertainment Farm Access to 10 Side Road



Localized Improvement Recommendations

Segment 1 – Regional Road 25 from 5 Side Road to Chudleigh's Entertainment Farm Access

- Maintain two lanes (one in each direction)
- Addition of continuous two-way left-turn lane
- 3.0m paved shoulders with painted buffer on both sides



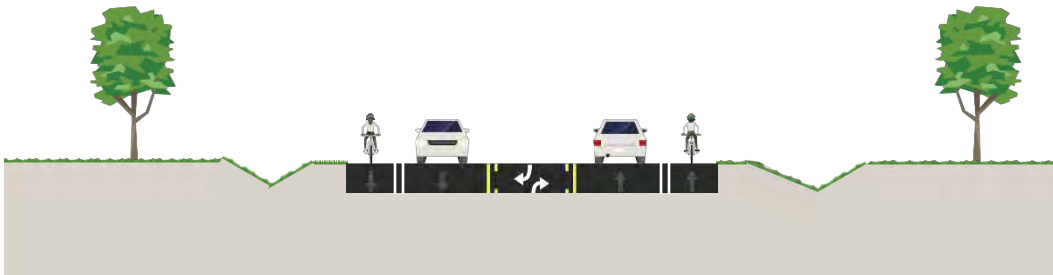
Segment 2 - Regional Road 25 from Chudleigh's Entertainment Farm Access to 10 Side Road

- Maintain two lanes (one in each direction)
- Localized improvements (turn lanes at intersections)
- 3.0m paved shoulders with painted buffer on both sides

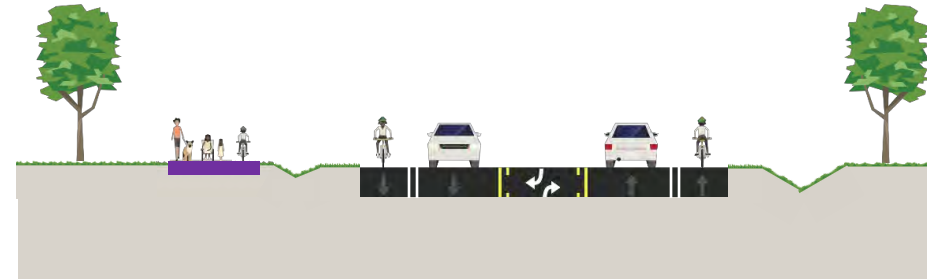


Active Transportation Alternatives

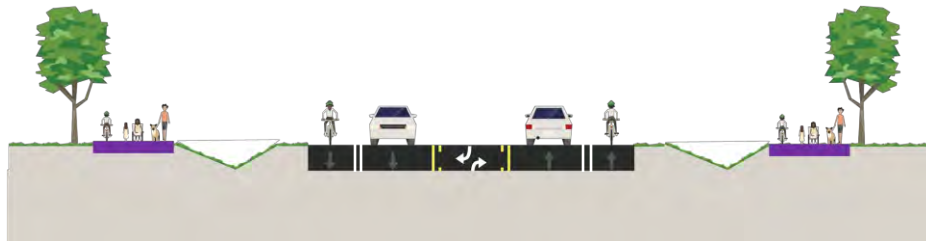
Segment 1 – Regional Road 25 from 5 Side Road to Chudleigh's Entertainment Farm Access



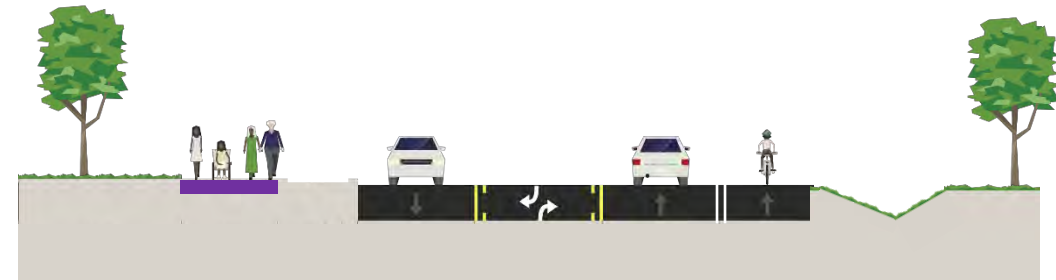
Alternative A – Buffered paved shoulders on both sides



Alternative B - Buffered paved shoulders on both sides, multi-use path on west side



Alternative C - Buffered paved shoulder and multi-use path on both sides



Alternative D – Multi-use path on the west and buffered paved shoulder on the east, semi-urban

Active Transportation Evaluation

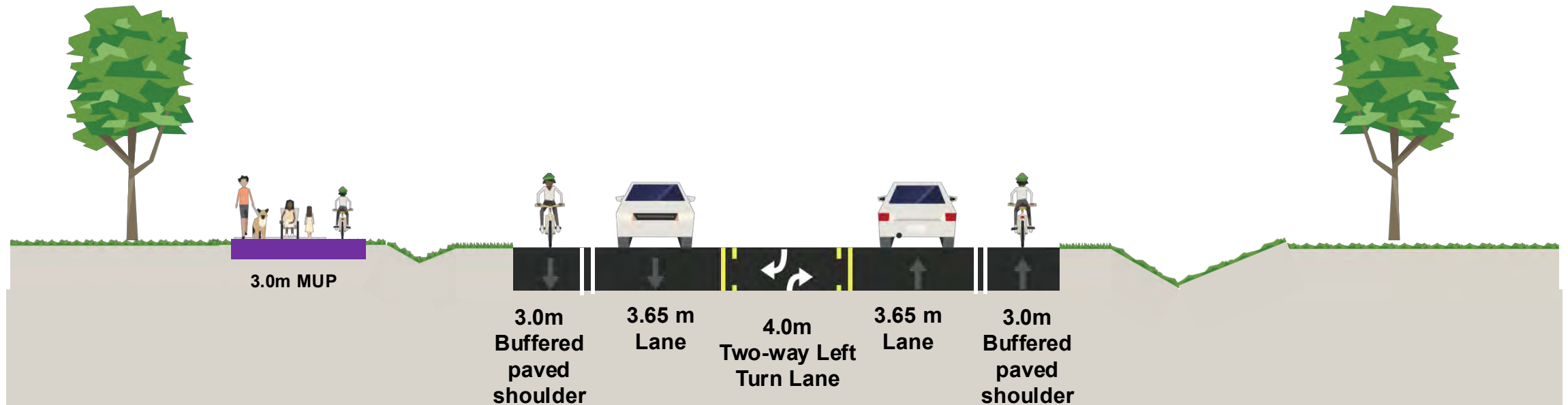
Segment 1 - Regional Road 25 from 5 Side Road to Chudleigh's Entertainment Farm Access

| Criteria | Alternative A Buffered paved shoulders on both sides | Alternative B Buffered paved shoulders on both sides, multi-use path on west side | Alternative C Buffered paved shoulder and multi-use path on both sides | Alternative D Multi-use path on the west and buffered paved shoulder on the east, semi-urban |
|----------------------------|---|---|--|--|
| Transportation Service | Least Preferred | Most Preferred | Less Preferred | Least Preferred |
| Socio-Economic | Most Preferred | Less Preferred | Least Preferred | Less Preferred |
| Natural Heritage | Most Preferred | Less Preferred | Least Preferred | Less Preferred |
| Cultural Heritage | Most Preferred | Less Preferred | Least Preferred | Less Preferred |
| Preliminary Costs | Most Preferred | Most Preferred | Least Preferred | Least Preferred |
| OVERALL SUMMARY | | RECOMMENDED | | |

Regional Road 25 Preliminary Preferred Alternative Design

Preliminary Recommended Cross-Section

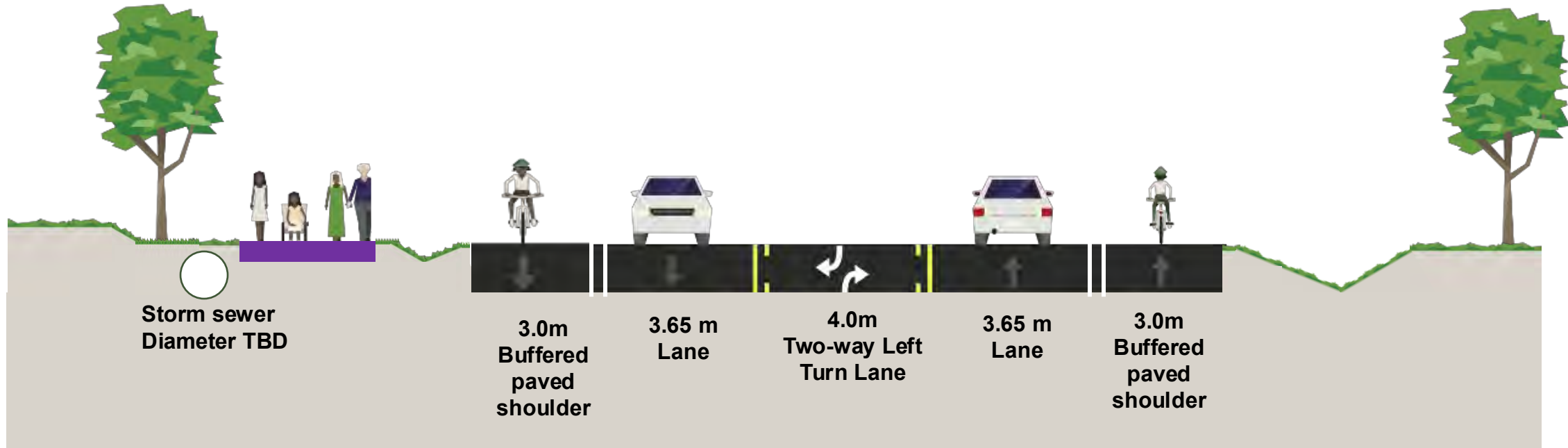
Segment 1 – Regional Road 25 from 5 Side Road to Chudleigh's Entertainment Farm Access



- Maintain 2 lanes with addition of continuous two-way left-turn lane
- Paved shoulders with painted buffers on both sides
- Multi-use path on west side

Preliminary Recommended Cross-Section

Constrained Locations



- Maintain 2 lanes with addition of continuous two-way left turn lane
- Paved shoulders with painted buffers on both sides
- Multi-use path on west side
- Reduces property impacts to residential areas



Halton Highlights

What you need to know about the Tremaine Road Improvements Project

Jul 08, 2025



Big changes are coming through the Tremaine Road Improvements Project!

This article was last updated on July 8, 2025. It originally published on June 19, 2025.

Big changes are coming to Tremaine Road, and they're designed to make your drive safer, smoother, and more efficient for years to come!

We're entering the final phase of a major infrastructure upgrade that includes:

- a brand-new, four-lane bridge
- a realigned roadway for better north-south connectivity
- a future interchange that will provide direct access to Highway 401

Let's walk you through what's changing, how it may affect your commute, and how this project supports long-term regional growth.

What's changing and when

We're excited to announce **the new bridge is officially open!** This new route will improve traffic flow and safety between Steeles Avenue and Campbellville Road. The new bridge will open with two lanes and will eventually be four lanes upon project completion.

Now that the new road is open, we'll begin demolishing the old two-lane bridge over Highway 401. This will require some permanent and temporary closures and detours. Please read on for details.

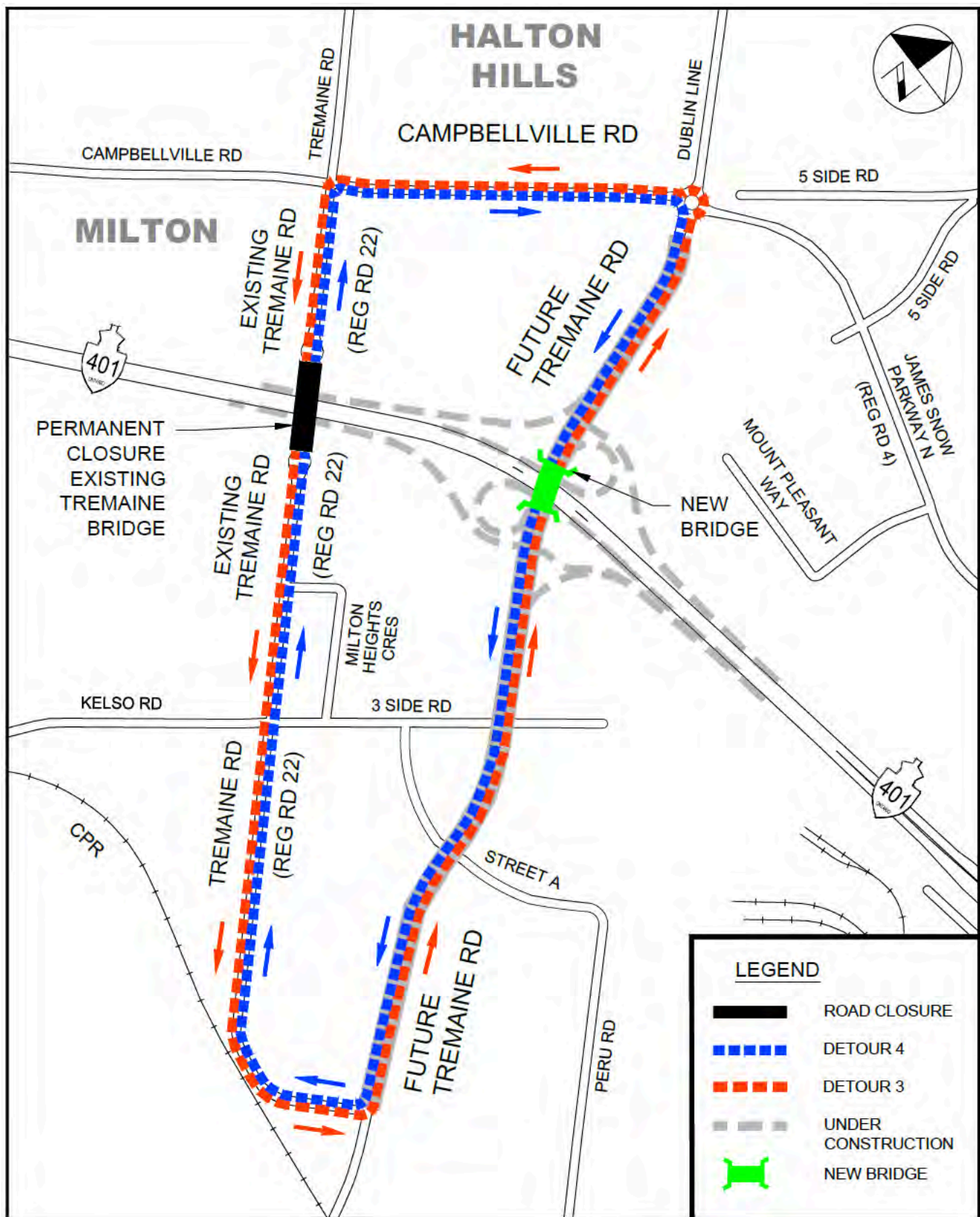
Key dates and detours

Permanent closure of the existing Tremaine Road bridge

- **When:** Starting Monday, July 7, 2025 (weather permitting).
- **What to Expect:** The old bridge will be permanently closed. Motorists will be redirected to the new bridge via clearly marked detours.

Detour routes:

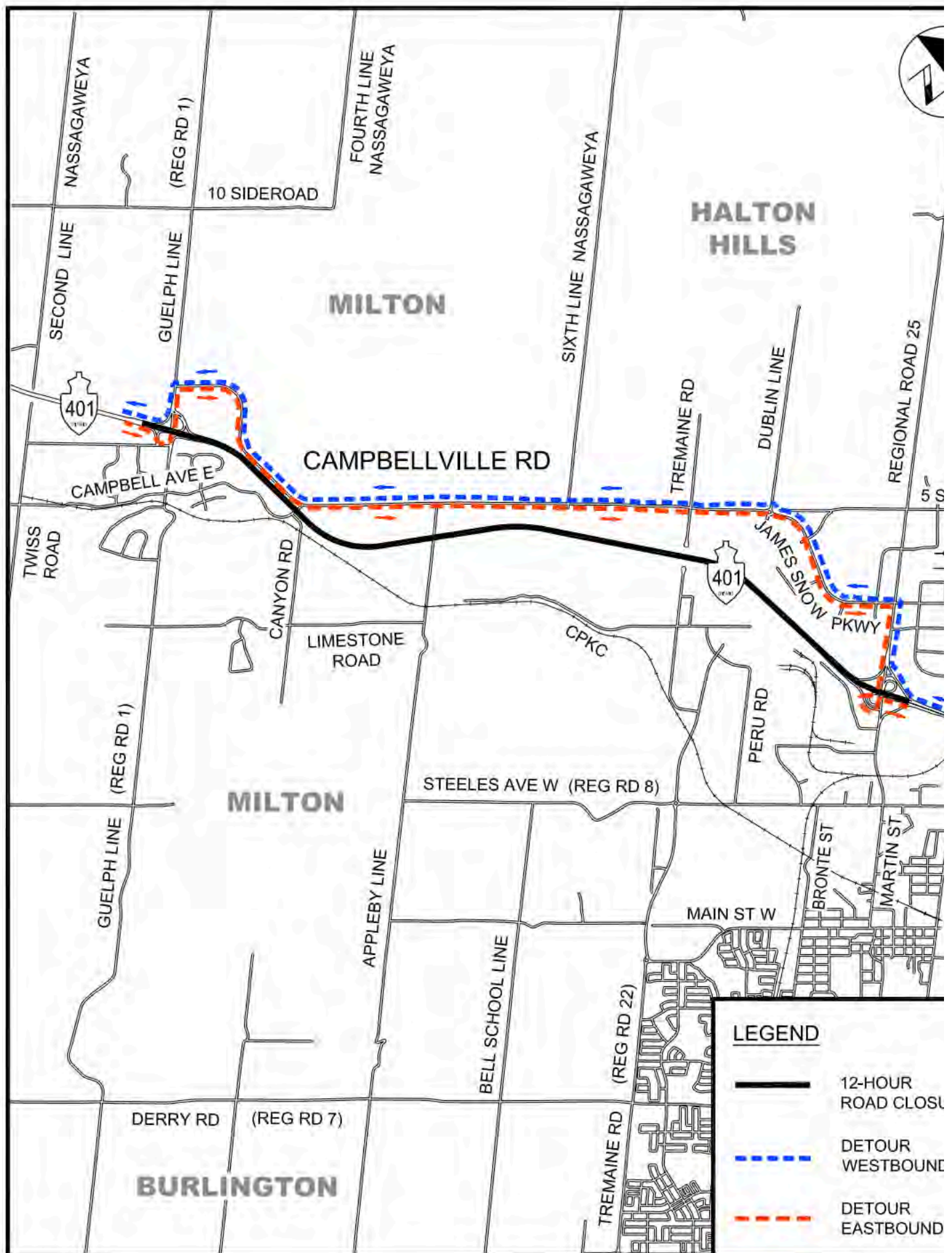
- **Southbound:** Use Detour 4 via Campbellville Road to access the new bridge.
- **Northbound:** Use Detour 3 via Existing Tremaine Road to access the new bridge.



Detours for the permanent road closure.

Temporary overnight closure of Highway 401

- **When:** 9 p.m. Saturday, July 12 to 9 a.m. Sunday, July 13, 2025
- **Why:** To safely demolish the old bridge
- **What to do:** Highway 401 will be temporarily closed between Regional Road 25 and Guelph Line. Eastbound and westbound traffic will detour to Campbellville Road. Traffic control (including police and flag persons) will be in place, and detour signage will be clearly marked.



Detours for the temporary road closure.

Coming soon: A new interchange for faster highway access

One of the most exciting features of this project is the new interchange connection to Highway 401, currently expected to open in **December 2026**.

This interchange will:

- provide direct access to and from Highway 401
- reduce travel times for commuters and commercial vehicles
- improve emergency response access
- support future growth and development in the region

This is a game-changer for local and regional mobility, especially as Halton continues to grow.

Why this project matters

This road and bridge upgrade is part of Halton's broader commitment to building infrastructure that supports long-term growth. With a AAA/Aaa credit rating and a \$9 billion 10-year capital plan, Halton is making strategic investments in roads, bridges, water and wastewater systems, and more. These improvements are designed to:

- support population and employment growth
- improve transportation networks
- enable future housing and economic development

By investing in key infrastructure today, we're building a stronger, more connected Halton for tomorrow.

Stay informed

We're working closely with our partners at the Ministry of Transportation (MTO) and our local municipalities to keep you informed and moving safely. We will also continue to provide important updates through this blog and on our corporate social media channels:

Follow us for updates:

- [Facebook \(external link\)](https://www.facebook.com/RegionofHalton/) (<https://www.facebook.com/RegionofHalton/>)
- [Instagram \(external link\)](https://www.instagram.com/regionofhalton) (<https://www.instagram.com/regionofhalton>)
- [X \(formerly Twitter\) \(external link\)](https://x.com/regionofhalton) (<https://x.com/regionofhalton>)

For Highway 401 updates: Visit the [MTO website](https://511on.ca/list/events/traffic?start=0&length=25&order%5Bi%5D=7&order%5Bdir%5D=asc) (<https://511on.ca/list/events/traffic?start=0&length=25&order%5Bi%5D=7&order%5Bdir%5D=asc>) or [follow them on X](https://x.com/511Ontario) (<https://x.com/511Ontario>).

Questions? Call 311 or email accesshalton@halton.ca (<mailto:accesshalton@halton.ca>).

Thank you for your patience

We know construction can be disruptive, and we appreciate your patience as we complete this essential infrastructure work. Every improvement brings us one step closer to a safer, more efficient transportation network for everyone. We will continue to make every effort to complete the construction work as quickly as possible to minimize the impact of the closure. Thank you for your support.

[Back to Halton Highlights](/news/halton-highlights) (</news/halton-highlights>).

1151 Bronte Road

Oakville, Ontario, L6M 3L1

(<https://www.google.ca/maps/place/1151+Bronte+Rd,+Oakville,+ON+L6M+3L1/@43.4146911,-79.7462188,17z/data=!3m1!4m5!3m4!1s0x882b675714ea493179:7440301>)

311 (tel:311) or 905-825-6000 (tel:905-825-6000)

1-866-442-5866 (tel:1-866-442-5866)

T.T.Y.: 905-827-9833 (tel:905-827-9833)

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Halton Region Budget and Business Plan

CAPITAL REPORT 2025



Halton Region

Budget and Business Plan

TAX - CAPITAL TRANSPORTATION

| 2025 - 2034 TRANSPORTATION FORECAST PROJECT FORECAST LISTING 2025 (000 DOLLARS) | | | | | | | | | | | | | |
|--|----------|---|------------|---------------------------|------|-------|--------|------|--------|--------|-------|-------|-------|
| PR NO | UNIQ ID# | PROJECT DESCRIPTION | Gross Cost | GROSS EXPENDITURE BY YEAR | | | | | | | | | |
| | | | | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032* | 2033* | 2034* |
| PR-3514 | 6806 | James Snow Parkway - New 6 lane road from Highway 407 to Britannia Road (MIL) (Regional Road 4) | 97,312 | 0 | 0 | 0 | 50,412 | 767 | 0 | 46,133 | 0 | 0 | 0 |
| | | EA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Study | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Property | 50,412 | 0 | 0 | 0 | 50,412 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Utility Relocate | 767 | 0 | 0 | 0 | 0 | 767 | 0 | 0 | 0 | 0 | 0 |
| | | Construction | 46,133 | 0 | 0 | 0 | 0 | 0 | 0 | 46,133 | 0 | 0 | 0 |
| | 6807 | James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Tremaine Road (MIL) (Regional Road 4) | 83,899 | 0 | 0 | 1,215 | 0 | 0 | 82,684 | 0 | 0 | 0 | 0 |
| | | EA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Study | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Property | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Utility Relocate | 1,215 | 0 | 0 | 1,215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Construction | 82,684 | 0 | 0 | 0 | 0 | 0 | 82,684 | 0 | 0 | 0 | 0 |
| PR-3200 | 3984 | Dundas Street - Widening from 4 to 6 lanes from Guelph Line to Northampton (BUR) (Regional Road 5) | 960 | 960 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | EA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Study | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Property | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Utility Relocate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Construction | 960 | 960 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

* The Transportation Capital report identifies Development-related infrastructure requirements up to 2031. An updated Council approved master plan is required to support the growth planning period post 2031.
Note: Schedule may not add due to rounding.

| 2025 - 2034 TRANSPORTATION FORECAST PROJECT FORECAST LISTING 2025 (000 DOLLARS) | | | | | | | | | | | | | |
|--|----------|---|------------|---------------------------|------|--------|------|------|------|------|-------|-------|-------|
| PR NO | UNIQ ID# | PROJECT DESCRIPTION | Gross Cost | GROSS EXPENDITURE BY YEAR | | | | | | | | | |
| | | | | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032* | 2033* | 2034* |
| PR-3430 | 6811 | Regional Road 25 - Widening from 2 to 4 lanes from 5 Side Road to 10 Side Road (HHS) (Regional Road 25) | 8,077 | 0 | 0 | 8,077 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | EA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Study | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Property | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Utility Relocate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Construction | 8,077 | 0 | 0 | 8,077 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PR-3379 | 6814 | Regional Road 25 - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 25) | 66,421 | 0 | 0 | 66,421 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | EA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Study | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Property | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Utility Relocate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Construction | 66,421 | 0 | 0 | 66,421 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PR-3392 | 6815 | Regional Road 25 - Widening from 4 to 6 lanes from Britannia Road to Derry Road (MIL) (Regional Road 25) | 29,713 | 0 | 0 | 29,713 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | EA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Study | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Property | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Utility Relocate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Construction | 29,713 | 0 | 0 | 29,713 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

* The Transportation Capital report identifies Development-related infrastructure requirements up to 2031. An updated Council approved master plan is required to support the growth planning period post 2031.
Note: Schedule may not add due to rounding.

| 2025 - 2034 TRANSPORTATION FORECAST PROJECT FORECAST LISTING 2025 (000 DOLLARS) | | | | | | | | | | | | | |
|--|----------|--|------------|---------------------------|------|--------|-------|------|--------|------|-------|-------|-------|
| PR NO | UNIQ ID# | PROJECT DESCRIPTION | Gross Cost | GROSS EXPENDITURE BY YEAR | | | | | | | | | |
| | | | | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032* | 2033* | 2034* |
| PR-3130 | 6817 | Regional Road 25 - Widening from 4 to 6 lanes from Steeles Avenue to 5 Side Road (MIL) (Regional Road 25) | 22,000 | 22,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | EA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Study | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Property | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Utility Relocate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Construction | 22,000 | 22,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PR-3379 | 6818 | Bronte Road - Widening from 4 to 6 lanes from Speers Road to Highway 407 (OAK) (Regional Road 25) | 73,751 | 0 | 0 | 73,751 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | EA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Study | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Property | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Utility Relocate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Construction | 73,751 | 0 | 0 | 73,751 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6825 | Upper Middle Road - Widening from 4 to 6 lanes from Appleby Line to Burloak Drive (BUR) (Regional Road 38) | 24,321 | 0 | 0 | 0 | 2,923 | 343 | 21,055 | 0 | 0 | 0 | 0 |
| | | EA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Study | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Design | 2,923 | 0 | 0 | 0 | 2,923 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Property | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Utility Relocate | 343 | 0 | 0 | 0 | 0 | 343 | 0 | 0 | 0 | 0 | 0 |
| | | Construction | 21,055 | 0 | 0 | 0 | 0 | 0 | 21,055 | 0 | 0 | 0 | 0 |

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Note: Schedule may not add due to rounding.