

Market Intelligence

BTY GROUP

2009/2010
CANADA'S OLYMPIC YEAR

BTY Group's Market Intelligence newsletters analyze industry trends to provide our clients with insights about current and future building markets in British Columbia, Alberta, Saskatchewan, Ontario and Quebec.

Canadian Construction Costs Have Reached Bottom

Construction costs bottomed out in 2009 and will begin to slowly increase in 2010. The rapid recession-driven declines in costs in 2009 will turn around in 2010 and show more normal annualized industry increases by 2012.

In Ontario and Québec, major new infrastructure investments are leading the way in priming increased construction activity, whilst British Columbia and Alberta are experiencing a more competitive, less active construction environment following several years of record capital expenditure.

Leading the turnaround is expenditure through the federal government's \$40 billion infrastructure stimulus fund. Projects are now underway, infusing provincial economies and helping to support overall construction activity through 2010.

A projected resurgence in residential construction in 2010 – a prime driver of record cost escalation rates in 2007 and 2008 – will also initiate greater stability in the cost of construction.

Construction costs across Canada continued to decline through the end of 2009. However, long-term trends suggest that BC, Alberta, Ontario and Québec will all see the picture change in 2010. BC and Alberta will hit the bottom of the decline and will likely see a return of escalation increases of 2% to 3%.

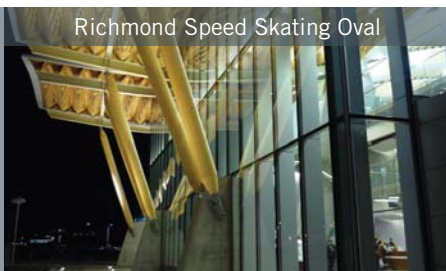
In Ontario, the impact of significant Federal stimulus – with an anticipated end of the recession by the year end 2010 – will see escalation rates whipsaw from a range of -5% to -10% in 2009 to 0% in 2010, then to 2% to 4% in 2011. Québec will be right behind with similar rates in 2010 and 2011.

Future escalation rates from 2012 onward for these provinces will likely see minor annual increases of between 3% and 4%, more in keeping with historical norms.

Bleak economy leads to cost declines to date

Although each region has its own, unique set of factors determining construction costs, there are common reasons to explain why costs have declined or stagnated, including:

- A weak Canadian economy for most of 2009, with some recovery in the later part of the year;
- Oil prices hit a low in the first quarter of 2009 and are only now rebounding;
- Housing starts in 2009 were well below the record levels of recent years;
- A reduction in construction materials costs, reflecting a general fall in global commodity prices;
- A contraction in the construction workforce, but an increase in productivity;
- Greatly increased competition among contractors and suppliers for the available projects;
- A stronger Canadian dollar, lowering the cost of imported goods.



Richmond Speed Skating Oval



Whistler Sliding Centre



Vancouver Exhibition & Convention Centre

National Escalation Update – Selected Provinces

BRITISH COLUMBIA



2010: 0-2%
2011: 2-3%
2012: 3-4%
2013: 3-4%

What brought BC to the bottom

The downturn arrived in BC after a record level of mid-decade investment in construction. This activity had contractors geared up for large volumes of work, spurred by major transportation and institutional projects, including the Sea to Sky Highway, 2010 Winter Olympic venues, the Canada Line, Golden Ears Bridge, the Vancouver Convention and Exhibition Centre, multiple healthcare facilities, and near-record residential building.

- Non-residential construction investment declined 20% in 2009.
- Commercial and industrial construction led the decline, although government building increased.
- BC had an 11% drop in commercial construction in Q3 2009, down 6.3% from Q2 and 8% from Q3 2008.
- Housing starts: 16,250 in 2009, down from 34,321 in 2008 and the lowest level since 2000. Rebound to 22,000 expected for 2010.

Costs should return to normal escalation rates by 2012

In response to the slowdown, the BC government has accelerated spending of almost \$14 billion in infrastructure investment projected through 2011. That spending, and a healthy major projects inventory of \$62.5 billion, cushioned the sharp declines in both residential and non-residential construction in 2009. Consistent annual construction cost escalation of 2-3% is likely to return by 2011. Projects planned or under construction include:

- \$700 million potential Evergreen transit project over three years,
- Highway 1 widening and Port Mann bridge twinning as part of Gateway Project now underway; projects run to 2013.
- Proposed windpower and green energy projects totalling \$3.78 billion.
- Major new institutional projects, including Children's & Women's Health Centre, Fort St. John Hospital, Prince George Cancer Centre, expansion at Surrey Memorial Hospital, and the new UBC Brain Health Centre.

ONTARIO



2010: 0-1%
2011: 2-4%
2012: 4-5%
2013: 3-4%

Infrastructure spending helping Ontario recover

In Ontario, record government commitments of \$32.5 billion to infrastructure programs are helping to offset recession-driven decreases in residential, commercial and industrial construction. The province will spend \$27.5 billion over the next two years, with an additional \$5 billion from the federal government for the largest two-year investment ever in Ontario's infrastructure. Ontario's Construction Sector Council projects that 70% of non-residential

stimulus investments will take place in 2010 and 2011.

- New housing starts for 2009 (48,675 units) and 2010 (50,000 units) much lower than 2008 (75,076 units).
- Transportation projects will receive the most funding over the next two years, at \$9 billion, followed by health care at \$7 billion, and education at \$4 billion.
- Infrastructure healthcare spending includes \$1 billion Centre for Mental Health Project, Waterloo Courthouse, Bridgepoint Hospital and Women's College Hospital Redevelopment.
- The Knowledge Infrastructure Program will commit nearly \$1.5 billion for infrastructure projects at post-secondary institutions throughout Ontario.
- Hydro One will invest \$2.3 billion over three years on new transmission and distribution lines to tap into areas of the province where there is abundant potential for hydropower and wind generation.
- Continued development of wind power projects.
- Three luxury hotel/condo projects valued at \$1.2 billion now under construction in downtown Toronto for completion in late 2010 and 2011, and Union Station Redevelopment in 2010 for \$640 million.
- Investments in commercial property in the Greater Toronto Area are also rebounding, with a 46% increase in the third quarter (to \$1.3 billion) over the previous period.

We would like to acknowledge and thank the ICBA (Independent Contractors and Businesses Association) for their contribution to this newsletter. www.icba.bc.ca

National Escalation Update – Selected Provinces

SASKATCHEWAN



2010: 2-3%
2011: 3-5%
2012: 3-5%
2013: 4-5%

Positive growth continues through 2010

Saskatchewan, despite greater than expected weakness in agricultural output, non-metallic mineral production and residential investment in 2009, is the only province expected to post positive growth in 2009, with a projected 3.6% rise in its GDP in 2010, according to RBC Economics. Even with the stronger outlook, the government is spending \$1.5 billion on infrastructure to support growth. A dramatic decrease from 2008 through 2009 in the price of potash, its leading export, contributed to a 1.3% drop in GDP in 2009. However a stronger global economy will trigger increased demand for agricultural products, which bodes well for potash. This should push up prices for other key Saskatchewan-produced commodities, such as oil and uranium.

- 3,750 Housing starts in 2009, almost half the 6,828 starts in 2008, with a projected rebound to 4,150 in 2010.
- Strong increase in the value of industrial building permits, and a more moderate rise in commercial building intentions and institutional building plans.
- \$1.5 billion in 2009/2010 budget for stimulus package, with \$500 million targeted for education and healthcare residential projects.
- Province remains Canada's #2 oil producer; oil prices projected to rise in 2010.

ALBERTA



2010: 1-2%
2011: 2-3%
2012: 3-4%
2013: 4-5%

Government investment driving recovery

With the oil industry cancelling some \$200 billion in projects and residential housing in sharp decline – and expected to stay that way through 2011, government investment increased rapidly in 2009 and will continue in 2010, as the fiscal stimulus package is spent on various public infrastructure projects such as water, sewer, roads, hospitals and schools. RBC expects this surge to help Alberta's economy rebound in 2010 with a growth rate of 2.4%.

- Housing starts of 29,164 in 2008 fell to 16,900 in 2009, with a projected rebound to 18,250 in 2010.
- In-migration, Canada's highest in 2007-08, fell by an estimated 10% in 2009.
- Alberta had sharpest decline among provinces in spending on commercial construction in Q3 2009, dropping 13% to \$1.4 billion.
- Government capital expenditures expected to offset residential and commercial/industrial decline.
- Among them is a planned \$8.1 billion upgrade to the energy transmission grid that will be phased into service by 2012.
- Other major infrastructure investments include highways (\$1.4 billion for Anthony Henday Drive and \$1.4 billion for ongoing highway twinning), airports (\$1.1 billion announced for expansion at Edmonton and \$1.3 billion for a proposed new concourse in Calgary).

QUÉBEC



2010: 0-1%
2011: 2-4%
2012: 3-5%
2013: 4-5%

Public investment cushioning decline for Québec

Québec has had a lesser decline in residential construction than most other provinces. With public investment representing almost 70% of non-residential construction in 2009, and government commitments totalling \$8.9 billion in 2010-2011 for roads, municipal infrastructure, healthcare and education, the province's construction industry is cushioned from steeper declines experienced elsewhere.

- Residential construction decreased to 43,175 units in 2009 down from 47,901 in 2008, with a projected continued decline to 41,100 in 2010.
- Institutional building for hospitals and schools expected to grow by 10%.
- Two mega hospital projects in association with two major Montréal universities commenced in 2009-2010 to continue through 2014.
- Commitments to hydro and wind power projects totalling \$30 billion; impact will deepen through 2010.
- Rabaska LNG port on St. Lawrence approved and ready to start construction to receive first shipment in 2014.

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The opinions expressed in this newsletter are those of BTY Group and are provided as information only. Readers are cautioned on the use of the data provided. BTY Group strongly recommends that readers retain the services of a Professional Quantity Surveyor prior to establishing budgets for their projects.

Cost Data Parameters Comparison - 2008 vs. 2009/2010



The comparisons below indicate the changes in construction costs, expressed in ranges, from mid-2008 to the current 2009-2010 levels. The data shown are indicative of general cost levels for typical projects of each type.

| Project Type | | British Columbia | | | | Alberta | | | | Saskatchewan | | | | Ontario | | | | Quebec | | | |
|--------------------------------|---|-----------------------|-----------|-----------------------|-----------|-----------------------|-----------|-----------------------|-----------|-----------------------|-----------|-----------------------|-----------|-----------------------|-----------|-----------------------|-----------|-----------------------|-----------|-----------------------|-----------|
| | | 2008 | | 2009/2010 | | 2008 | | 2009/2010 | | 2008 | | 2009/2010 | | 2008 | | 2009/2010 | | 2008 | | 2009/2010 | |
| | | \$/m² | \$/sq.ft | \$/m² | \$/sq.ft | \$/m² | \$/sq.ft | \$/m² | \$/sq.ft | \$/m² | \$/sq.ft | \$/m² | \$/sq.ft | \$/m² | \$/sq.ft | \$/m² | \$/sq.ft | \$/m² | \$/sq.ft | \$/m² | \$/sq.ft |
| Health Care | | | | | | | | | | | | | | | | | | | | | |
| | Residential Care | 2518 - 2648 | 234 - 246 | 1994 - 2096 | 185 - 195 | 2875 - 3680 | 289 - 342 | 2500 - 3200 | 251 - 297 | 1926 - 2024 | 179 - 188 | 1834 - 1928 | 170 - 179 | 2420 - 2750 | 224 - 255 | 2200 - 2500 | 204 - 232 | 2293 - 2410 | 213 - 224 | 1994 - 2096 | 185 - 195 |
| | Ambulatory Care | 4461 - 4689 | 414 - 436 | 4198 - 4414 | 390 - 410 | 4849 - 5099 | 451 - 474 | 4408 - 4635 | 410 - 431 | 3939 - 4142 | 366 - 385 | 3862 - 4061 | 359 - 377 | 4200 - 4725 | 391 - 439 | 4000 - 4500 | 372 - 418 | 4534 - 4767 | 421 - 443 | 4198 - 4414 | 390 - 410 |
| | Acute Care | 5539 - 6042 | 514 - 562 | 5225 - 5700 | 485 - 530 | 6050 - 6600 | 562 - 613 | 5500 - 6000 | 511 - 557 | 4903 - 5349 | 456 - 497 | 4807 - 5244 | 447 - 487 | 5460 - 5880 | 507 - 546 | 5200 - 5600 | 483 - 520 | 5643 - 6156 | 524 - 572 | 5225 - 5700 | 485 - 530 |
| Laboratories | | | | | | | | | | | | | | | | | | | | | |
| | Research Labratories | 5624 - 6216 | 522 - 577 | 5368 - 5934 | 499 - 551 | 5671 - 6955 | 586 - 686 | 5300 - 6500 | 548 - 641 | 5311 - 5871 | 494 - 546 | 5207 - 5756 | 484 - 535 | 5670 - 6405 | 527 - 595 | 5400 - 6100 | 502 - 567 | 5739 - 6345 | 534 - 590 | 5314 - 5875 | 494 - 546 |
| | Teaching Labratories | 4602 - 5086 | 428 - 473 | 4192 - 4634 | 389 - 431 | 4922 - 5885 | 487 - 556 | 4600 - 5500 | 455 - 520 | 4147 - 4585 | 386 - 426 | 4066 - 4495 | 378 - 418 | 4830 - 5565 | 448 - 517 | 4600 - 5300 | 427 - 492 | 4482 - 4955 | 417 - 460 | 4150 - 4588 | 386 - 426 |
| | Animal Research | 7158 - 7912 | 665 - 735 | 6647 - 7347 | 618 - 683 | 7468 - 8254 | 694 - 767 | 6979 - 7714 | 649 - 717 | 6577 - 7270 | 611 - 675 | 6448 - 7127 | 599 - 662 | 5650 - 7406 | 525 - 688 | 5381 - 7053 | 500 - 655 | 7107 - 7856 | 660 - 730 | 6581 - 7274 | 611 - 676 |
| High-rise Residential | | | | | | | | | | | | | | | | | | | | | |
| | Rental Units | 2314 - 3068 | 215 - 285 | 2072 - 2664 | 192 - 247 | 2739 - 3521 | 255 - 327 | 2321 - 2984 | 216 - 277 | 2111 - 2713 | 196 - 252 | 2010 - 2584 | 187 - 240 | 2324 - 2989 | 216 - 277 | 2113 - 2717 | 196 - 252 | 2039 - 2621 | 188 - 244 | 1699 - 2184 | 157 - 203 |
| | Market Units Mid End Specifications | 2638 - 3498 | 245 - 325 | 2355 - 3027 | 219 - 281 | 3113 - 4000 | 289 - 372 | 2638 - 3390 | 245 - 315 | 2398 - 3083 | 223 - 286 | 2284 - 2936 | 212 - 273 | 2642 - 3397 | 245 - 316 | 2402 - 3088 | 223 - 287 | 2317 - 2978 | 216 - 276 | 1931 - 2482 | 180 - 230 |
| | Market Units High End Specifications | 3332 - 4418 | 310 - 410 | 2825 - 3633 | 262 - 338 | 3734 - 4801 | 347 - 446 | 3164 - 4069 | 294 - 378 | 2877 - 3700 | 268 - 344 | 2740 - 3524 | 255 - 327 | 3170 - 4077 | 294 - 380 | 2882 - 3706 | 267 - 345 | 2780 - 3575 | 258 - 332 | 2317 - 2979 | 215 - 277 |
| Low-rise Residential | | | | | | | | | | | | | | | | | | | | | |
| | Rental Units | 1647 - 2013 | 153 - 187 | 1273 - 1525 | 118 - 142 | 1554 - 1862 | 144 - 173 | 1274 - 1526 | 118 - 142 | 1338 - 1602 | 124 - 149 | 1274 - 1526 | 118 - 142 | 1210 - 1430 | 112 - 133 | 1100 - 1300 | 102 - 121 | 1253 - 1501 | 116 - 139 | 1044 - 1251 | 97 - 116 |
| | Market Units Mid End Specifications | 1744 - 2132 | 162 - 198 | 1470 - 1760 | 137 - 164 | 1721 - 2062 | 160 - 192 | 1411 - 1690 | 131 - 157 | 1482 - 1775 | 138 - 165 | 1411 - 1690 | 131 - 157 | 1430 - 1650 | 133 - 153 | 1300 - 1500 | 121 - 139 | 1446 - 1732 | 134 - 161 | 1205 - 1443 | 112 - 134 |
| | Market Units High End Specifications | 2131 - 2605 | 198 - 242 | 1861 - 2229 | 173 - 207 | 1887 - 2261 | 176 - 210 | 1547 - 1853 | 144 - 172 | 1624 - 1946 | 151 - 181 | 1547 - 1853 | 144 - 172 | 1760 - 2090 | 164 - 195 | 1600 - 1900 | 149 - 177 | 1831 - 2194 | 170 - 204 | 1526 - 1828 | 142 - 170 |
| Townhouses (Wood Frame) | | | | | | | | | | | | | | | | | | | | | |
| | Rental Units | 1305 - 1595 | 121 - 148 | 1092 - 1308 | 101 - 122 | 1332 - 1596 | 123 - 149 | 1092 - 1308 | 101 - 122 | 1147 - 1373 | 106 - 128 | 1092 - 1308 | 101 - 122 | 1210 - 1430 | 112 - 133 | 1100 - 1300 | 102 - 121 | 1074 - 1288 | 100 - 120 | 895 - 1073 | 83 - 100 |
| | Market Units Mid End Specifications | 1405 - 1717 | 131 - 160 | 1176 - 1408 | 109 - 131 | 1499 - 1796 | 139 - 167 | 1229 - 1472 | 114 - 137 | 1290 - 1546 | 120 - 144 | 1229 - 1472 | 114 - 137 | 1320 - 1540 | 123 - 143 | 1200 - 1400 | 112 - 130 | 1157 - 1386 | 108 - 128 | 964 - 1155 | 90 - 107 |
| | Market Units High End Specifications | 1550 - 1894 | 144 - 176 | 1273 - 1525 | 118 - 142 | 1665 - 1995 | 155 - 185 | 1365 - 1635 | 127 - 152 | 1433 - 1717 | 133 - 160 | 1365 - 1635 | 127 - 152 | 1540 - 1870 | 143 - 174 | 1400 - 1700 | 130 - 158 | 1253 - 1501 | 116 - 139 | 1044 - 1251 | 97 - 116 |
| Shopping Centres | | | | | | | | | | | | | | | | | | | | | |
| | Strip Plaza | 1237 - 1733 | 115 - 161 | 1076 - 1507 | 100 - 140 | 1322 - 1851 | 123 - 172 | 1130 - 1582 | 105 - 147 | 1096 - 1536 | 102 - 142 | 1054 - 1477 | 98 - 137 | 1296 - 1620 | 121 - 150 | 1200 - 1500 | 112 - 139 | 990 - 1387 | 92 - 129 | 861 - 1206 | 80 - 112 |
| | Enclosed Mall | 2847 - 3713 | 265 - 345 | 2476 - 3229 | 230 - 300 | 3042 - 3966 | 283 - 369 | 2600 - 3390 | 242 - 315 | 2523 - 3291 | 234 - 306 | 2426 - 3164 | 225 - 294 | 1620 - 1944 | 150 - 180 | 1500 - 1800 | 139 - 167 | 2278 - 2970 | 212 - 276 | 1981 - 2583 | 184 - 240 |
| | Anchor/Department Store | 2290 - 2847 | 213 - 265 | 1991 - 2476 | 185 - 230 | 2446 - 3042 | 227 - 283 | 2091 - 2600 | 194 - 242 | 2029 - 2523 | 188 - 234 | 1951 - 2426 | 181 - 225 | 1976 - 2325 | 184 - 216 | 1830 - 2153 | 170 - 200 | 1832 - 2278 | 170 - 212 | 1593 - 1981 | 148 - 184 |
| | Supermarket | 1733 - 2167 | 161 - 201 | 1507 - 1884 | 140 - 175 | 1851 - 2314 | 172 - 215 | 1582 - 1978 | 147 - 184 | 1536 - 1920 | 142 - 179 | 1477 - 1846 | 137 - 172 | 1453 - 1860 | 135 - 173 | 1345 - 1722 | 125 - 160 | 1387 - 1733 | 129 - 161 | 1206 - 1507 | 112 - 140 |
| | Discount Store | 1424 - 1980 | 132 - 184 | 1238 - 1722 | 115 - 160 | 1521 - 2115 | 142 - 197 | 1300 - 1808 | 121 - 168 | 1262 - 1755 | 118 - 163 | 1213 - 1688 | 113 - 157 | 1188 - 1404 | 110 - 131 | 1100 - 1300 | 102 - 121 | 1139 - 1585 | 106 - 147 | 990 - 1378 | 92 - 128 |
| Office (High-rise) | | | | | | | | | | | | | | | | | | | | | |
| | Under 5 Storeys | 1647 - 2013 | 153 - 187 | 1421 - 1701 | 132 - 158 | 1796 - 2149 | 167 - 200 | 1535 - 1837 | 143 - 171 | 1433 - 1716 | 133 - 159 | 1378 - 1650 | 128 - 153 | 1620 - 1944 | 150 - 180 | 1500 - 1800 | 139 - 167 | 1274 - 1526 | 118 - 141 | 1108 - 1327 | 103 - 123 |
| | 5 - 10 Storeys | 1966 - 2554 | 183 - 237 | 1752 - 2230 | 163 - 207 | 2214 - 2817 | 206 - 262 | 1892 - 2408 | 176 - 224 | 1767 - 2250 | 164 - 209 | 1699 - 2163 | 158 - 201 | 1728 - 2160 | 161 - 201 | 1600 - 2000 | 149 - 186 | 1572 - 2000 | 146 - 186 | 1367 - 1739 | 127 - 162 |
| | 10 - 20 Storeys | 2341 - 3041 | 217 - 283 | 1895 - 2411 | 176 - 224 | 2395 - 3047 | 222 - 282 | 2047 - 2604 | 190 - 241 | 1912 - 2433 | 178 - 226 | 1838 - 2339 | 171 - 217 | 1944 - 2376 | 180 - 220 | 1800 - 2200 | 167 - 204 | 1700 - 2163 | 158 - 201 | 1478 - 1881 | 137 - 175 |
| | 20 - 30 Storeys | 2528 - 3284 | 235 - 305 | 2179 - 2773 | 202 - 258 | 2753 - 3504 | 256 - 325 | 2353 - 2995 | 219 - 278 | 2199 - 2798 | 204 - 260 | 2114 - 2690 | 196 - 250 | 2160 - 2700 | 201 - 251 | 2000 - 2500 | 186 - 232 | 1955 - 2487 | 182 - 231 | 1700 - 2163 | 158 - 201 |
| Roads - Paving | | \$/km Lane | | \$/km Lane | | \$/km Lane | | \$/km Lane | | \$/km Lane | | \$/km Lane | | \$/km Lane | | \$/km Lane | | \$/km Lane | | \$/km Lane | |
| | Metro Highway Lane (Paving 200-280mm) | 1,848,000 - 1,998,000 | | 1,696,000 - 1,846,000 | | 1,751,000 - 1,848,000 | | 1,668,000 - 1,769,000 | | 1,027,000 - 1,126,000 | | 1,004,000 - 1,093,194 | | 1,702,000 - 1,846,000 | | 1,664,000 - 1,797,000 | | 1,643,000 - 1,763,000 | | 1,609,000 - 1,727,000 | |
| | Non-Metro Highway Lane (Paving 200-280mm) | 2,048,000 - 2,194,000 | | 1,877,000 - 2,027,000 | | 1,923,000 - 2,029,000 | | 1,831,000 - 1,942,000 | | 1,128,000 - 1,236,000 | | 1,102,000 - 1,200,000 | | 1,869,000 - 2,027,000 | | 1,827,000 - 1,973,000 | | 1,804,000 - 1,936,000 | | 1,767,000 - 1,896,000 | |
| Road Overpass Bridge Structure | | \$/m | | \$/m | | \$/m | | \$/m | | \$/m | | \$/m | | \$/m | | \$/m | | \$/m | | \$/m | |
| | Metro 4 lane road steel girder Overpass | 37,798 - 47,099 | | 36,865 - 44,956 | | 29,985 - 38,119 | | 28,632 - 36,386 | | 36,079 - 43,622 | | 34,297 - 41,732 | | 35,324 - 42,971 | | 33,244 - 40,647 | | 34,790 - 43,089 | | 34,033 - 41,162 | |
| | Non-Metro 4 lane road steel girder Overpass | 41,502 - 51,715 | | 40,478 - 49,362 | | 32,924 - 41,855 | | 31,438 - 39,952 | | 39,615 - 47,897 | | 37,658 - 45,822 | | 38,786 - 47,182 | | 36,502 - 44,630 | | 38,199 - 47,312 | | 37,368 - 45,196 | |

BTY Group strongly recommends that readers seek the advice of a Professional Quantity Surevyor prior to establishing a budget for a specific project.