

A2 Shore Road Estimated Strategy Costs.

Strategy Number	S1	S2	S5	S5/S7	S7					S8	
Strategy Name	B90 corridor improvements	New road-railway corridor	New road - inland corridor	New road-inland corridor with existing corridor improvements	Existing road corridor improvements					New road-coastal corridor	
Scheme			In cutting through Greenisland	Landward bypass to Station Road connecting to a S7 Strategy	1994 Scheme	Widening to both sides of the A2. 23m	Widening to landward side of existing A2 23m	Widening to both sides of the A2. 20m	Widening to landward side of existing A2 20m	Seaward Bypass Shoreline	Seaward Bypass Seaward line
	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m
Roadworks	13.3	12.3	5.1	5.2	3.3	4.2	4.2	3.9	3.9	4.6	4.8
Earthworks	2.2	1.3	2.1	0.5	0.2	0.2	0.2	0.2	0.2	4.4	12.7
Structures	0.7	8.4	9.3	1.6	0.5	0.5	0.4	0.5	0.4	1.4	2.1
Services	0.8	0.8	0.8	2.0	2.7	2.7	2.7	2.7	2.7	0.7	0.6
Sub Total	17.0	22.8	17.3	9.3	6.7	7.6	7.5	7.3	7.2	11.1	20.2
Traffic Management	1.0	0.8	0.3	0.9	1.5	1.5	1.1	1.5	1.1	0.2	0.2
Preliminaries	3.4	4.6	3.2	1.9	1.3	1.5	1.5	1.5	1.4	2.2	4.0
Property and Land	9.2	24.0	9.3	10.7	6.8	14.7	14.1	9.9	11.3	6.2	3.1
Preparation & supervision	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Estimated Scheme Cost.	34.1	55.7	33.6	26.3	19.8	28.8	27.7	23.7	24.5	23.2	31.0
Optimism Bias	15.0	24.5	14.8	11.6	8.7	12.7	12.2	10.4	10.8	10.2	13.6
Total Cost	49.1	80.2	48.4	37.9	28.5	41.5	39.9	34.1	35.3	33.4	44.6
<u>Optimism Bias at 44%.</u>											
<p><i>Note: An optimism Bias of 44% has been allocated to the strategies in accordance with the advise in Roads Service DEM91/05 Major Works Estimates. It is considered that the strategies involve standard civil engineering works not requiring special design consideration, albeit, there would in some cases, be significant structures and potentially significant opposition to the strategies which could lead to significant mitigation works.</i></p>											