

Appendix A

	Rail Relocation		Grade Separation	
Description	CP & CN relocation, Outside Somerset area **Recommended**	CP & CN relocation, Below Somerset Area	Ring Road over CP & CN	Ring Road under CP & CN
Estimated Cost ⁽¹⁾	\$ 107 M	\$ 86 M	\$ 106 M	\$ 141 M
Effect on Winnipeg Street Bridge Project	None.	None.	<ul style="list-style-type: none"> Winnipeg Street Bridge removed. Potential for funding loss. 	Winnipeg Street Bridge project can proceed.
Construction Impacts	Minimal impacts to traffic flow during construction.	Minimal impacts to traffic flow during construction.	Major impacts to Ring Road traffic flow. Significant delays expected for duration of construction. Traffic delays anticipated for over two years.	Major impacts to Ring Road traffic flow. Significant delays expected for duration of construction. Traffic delays anticipated for over two years.
Community Impacts	<ul style="list-style-type: none"> Somerset development not separated by rail from Uplands and Kensington Greens. Removal of below standard crossing of CP at Winnipeg Street N. Provides opportunity for rail connections to future industrial development along new rail corridor. Relocates rail traffic away from residential areas. 	<ul style="list-style-type: none"> Requires change to southern end of Somerset development. Provides opportunity for rail connections to future industrial development along new rail corridor. Maintains mainline rail traffic between residential areas. 	<ul style="list-style-type: none"> Does not impact rail companies' existing operations. Loss of grant funding from federal and provincial governments for replacement of Winnipeg Street bridge. 	<ul style="list-style-type: none"> Does not impact rail companies' existing operations.
Cost Benefit Ratio ⁽²⁾	1.32	1.62	0.89	0.71

(1) Estimated costs shown are in 2019 dollars and are a Class 4, +50%/-30% as per AACE International Cost Estimate Classification System 17R-97

(2) The Cost Benefit Ratio assumes a study period of 40 years.