

Asset	Option	Total Tree Impacts	Tree Impacts - Retention Value			Relative Potential Environmental Impacts			Estimated Cost	Remarks	Decision/Rationale
			Low	Moderate	High	Terrestrial Habitat	Aquatic Habitat	Wildlife			
Gravity Sewer Main	Option 1 - Trenchless CIPP Lining	0	N/A	N/A	N/A	N/A	N/A	N/A	\$2.1M	Bypass Required	Recommended
	Option AB - Concurrent Open-Cut Option	80				high	high	high	\$3.5M	Bypass Required	Not recommended due to high costs and high impacts.
										Bypass Required	
Low Pressure Sewer Main	Option 1 - 100% Trenchless CIPP Lining	9	2	7	-	low	low	low	\$8.0M	No Bypass	Recommended
	Option 2 - 100% Open Cut	176-200	N/A	N/A	N/A	high	high	high	\$6.0M		
	Option 3A - 100% Open Cut and re-align to loco Road	N/A	N/A	N/A	N/A	moderate	high	high	\$9.3M	Traffic Management Required- Eliminated	Eliminated due to high costs and high impacts
	Option 3B - 100% Open Cut and re-align to loco Road	N/A	N/A	N/A	N/A	moderate	high	high	\$10.8M	Traffic Management Required- Eliminated	Eliminated due to high costs and high impacts
	Option 4A - Hybrid existing alignment (75% trenchless +25% open-cut)	25	8	16	-	moderate	low	low	\$7.8M	Bypass Required	
	Option 4B - Hybrid existing alignment (60% trenchless + 40% open-cut)	45	9	36	-	moderate	low	moderate	\$7.3M	Bypass Required	
	Option 4C - Hybrid existing alignment (40% trenchless +60% open-cut)	75	21	24	-	high	low	moderate	\$6.9M	Bypass Required	
Trail	Option 1 - 3.3m wide, full depth rehab	8	2	2	-	moderate	low	low	\$3.5M		Recommended
	Option 2 - 4.3m wide, full depth rehab	N/A	N/A	N/A	N/A	high	high	high	\$4.7M	Eliminated	Eliminated due to high impacts and public input on keeping the pathway recreational
	Option 3 - Surface rehab only	0	N/A	N/A	N/A	low	low	low	\$1.9M	Short service life	
	Upgrades such as new furniture, signage, etc.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$0.6M	optional	

largest DBH = 610

smallest DBH = 30