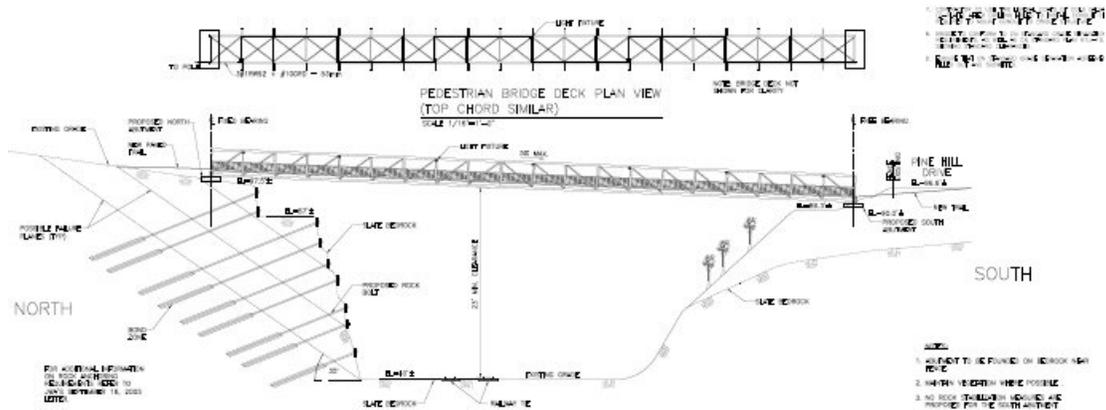
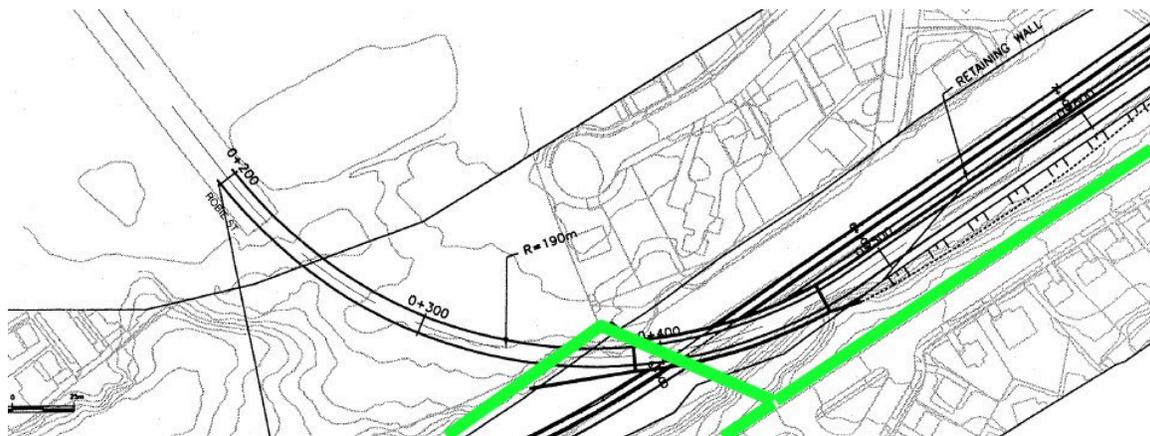




The bridge design is a straight trestle, like the sewer bridge crossing the cut just next to Tower Road.



There are two proposed transportation projects that would cross the alignment of this bridge and make it difficult if not impossible to build it. The first is the Robie Street Connection as laid out in the Final Report, Railway Cut Investigation Study, February 2004.



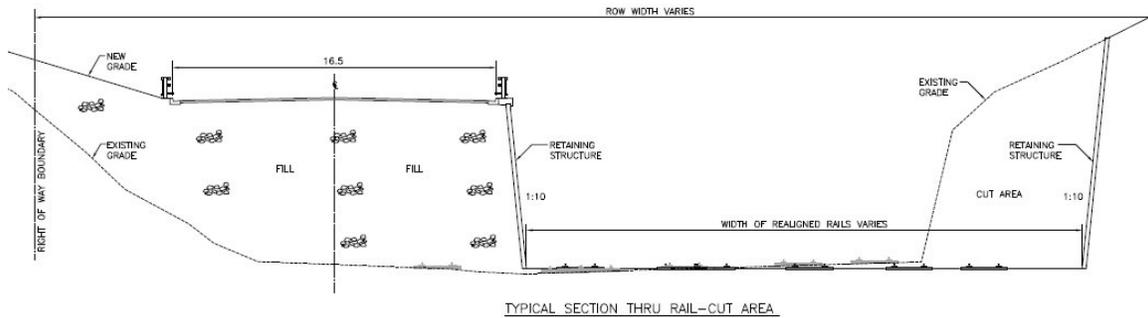
The above shows one of three possible alignments for a truck route rising from the bottom of the rail cut up a ramp to the south end of Robie Street. The alignment of the Greenway and its pedestrian bridge is overlain.

The Cross-Harbour Traffic Needs Assessment proposes a bridge or tunnel leading to the south end of Robie Street. The exit is a six-lane segment running in front of Saint Mary's University and ending around Inglis Street. The map below depicts the bridge proposal.

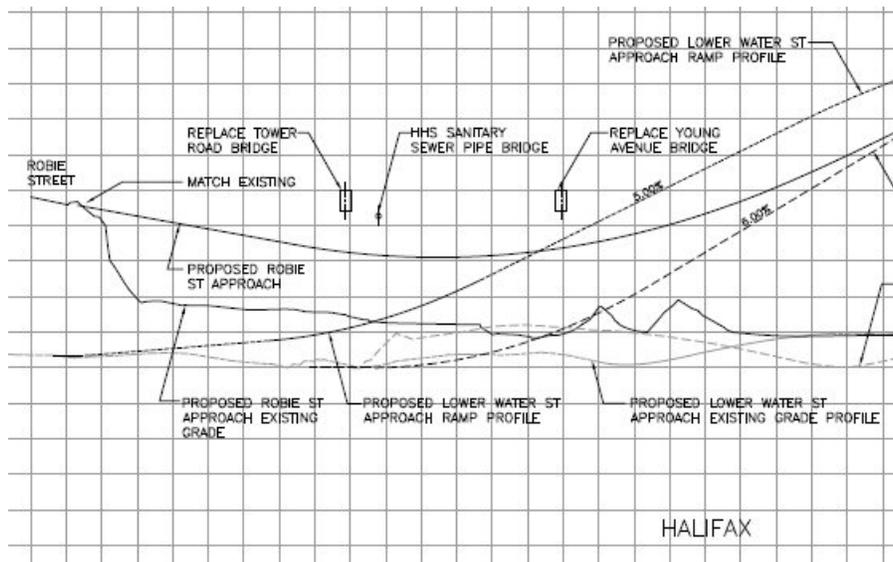


The above overlays the routing of the Greenway and its pedestrian bridge. It crosses the bridge approach road in two places – once with the bridge itself and the other with the paved multi-purpose trail leading to Beaufort Avenue.

The figure below shows that the cross section of the rail cut would be altered and the roadbed elevated.



The proposed Robie Street approach would match the existing grade at the top of the cut.



This combination of alterations to the existing rail cut would seem to eliminate any possibility of aligning a straight design pedestrian bridge between The Oaks property and Pine Hill Drive.

