



## **Halifax Inland Terminal and Trucking Options Study**

### **-- Width Issues --**

#### **8.0 The Railway Cut Truckway**

##### **8.2 Existing Right of Way**

To the casual observer, the cut may appear to be as wide as a two-lane road when, in fact, each track takes far less width than a normal one-lane road for two reasons. First, railways require no shoulders or pull-off areas for bypassing disabled traffic. Second, a railway car's lateral movement is less than 2 inches (5 cm), while trucks typically require 4 ft (1.2 m) or more of clearance for steering adjustments.

In order for a two-lane highway to be built, CN would have to agree to a joint management or operation of the roadway. CN has stated it will work with HRM on an arrangement for trucks in the cut, but the interference of train operations, but paving over the single track to create a combined track and roadway is unacceptable to them because it will interfere with train operations. Therefore, one track would be required to be physically separated by a concrete barrier from any roadway configuration.

The previous engineering studies indicate the cut is generally wide enough to provide a single lane right of way, with a partial shoulder, for a cost of about \$40M. This includes widening 50% of the cut from 38 ft (11.6 m) to about 50 ft (15.2 m), plus the price of a new bridge spanning Chebucto Road (photo 11 in Appendix D) as well as additional clearances for Bayers Road (photo 14). The \$40M includes a single-lane road but no shoulders would be configured under the other 12 bridges or where electrical towers are located directly to the south side of the cut in about 10 locations. This estimate appears reasonable given the minimal extent of engineering analysis undertaken in those studies.

If a two-lane highway were to be constructed in addition to the remaining track, calculations show that it would require a cut width of 77 ft (23.5 m) for approximately 50% of the length, as well as the rebuilding all 14 bridges. This would be at a cost much higher than the \$40M estimate. The bridges are now over 80 years old and may be at the end of their useful life in any case.