



50 Street Widening and CP RailGrade Separation – Phase 1

Edmonton

NEWSLETTER 1, Fall 2020

PROJECT TIMELINE

Funding Approved

Concept Design

WE ARE HERE

Preliminary Design

Early Works

Detailed Design

Completion

Welcome to the first newsletter for the **50 Street Widening and CP Rail Grade Separation** project. This newsletter will keep you informed about the project as we move towards the anticipated construction start date in 2022!

This issue will remind you of the project history and bring you up to date on our progress, including a summary of decisions made and the rationale that led to those decisions.

WHAT WILL IT LOOK LIKE

This fall, the City will share a draft of the preliminary designs for the 50 Street widening and the CP Rail grade separation and will look for you to advise the team of any minor, final modifications to consider prior to the preparations of the detailed designs and construction.

ABOUT THE PROJECT

In 2010, the **50 Street Widening and CP Rail Grade Separation** project was recommended as part of the City's Transportation Master Plan (TMP), which sets out to strategically achieve a city-wide, long term vision for the future of Edmonton's transportation system.

This project will improve the traffic flow and reliability of the 50 Street corridor, support goods and commuter movement, and increase the overall capacity of 50 Street while enhancing safety, and improving walking and cycling connections.

The 50 Street CP Rail crossing at 82 Avenue is Edmonton's top priority for grade separation, to separate the path of traffic flow from the path of crossing trains. If you live or work nearby, or often travel this route, the rail crossing has probably affected you. That is going to change, as the completion of this project will allow traffic to flow freely without any train delays.

Grade Separation

A point at which a railway and a road cross at different levels, one of them through an underpass or overpass.

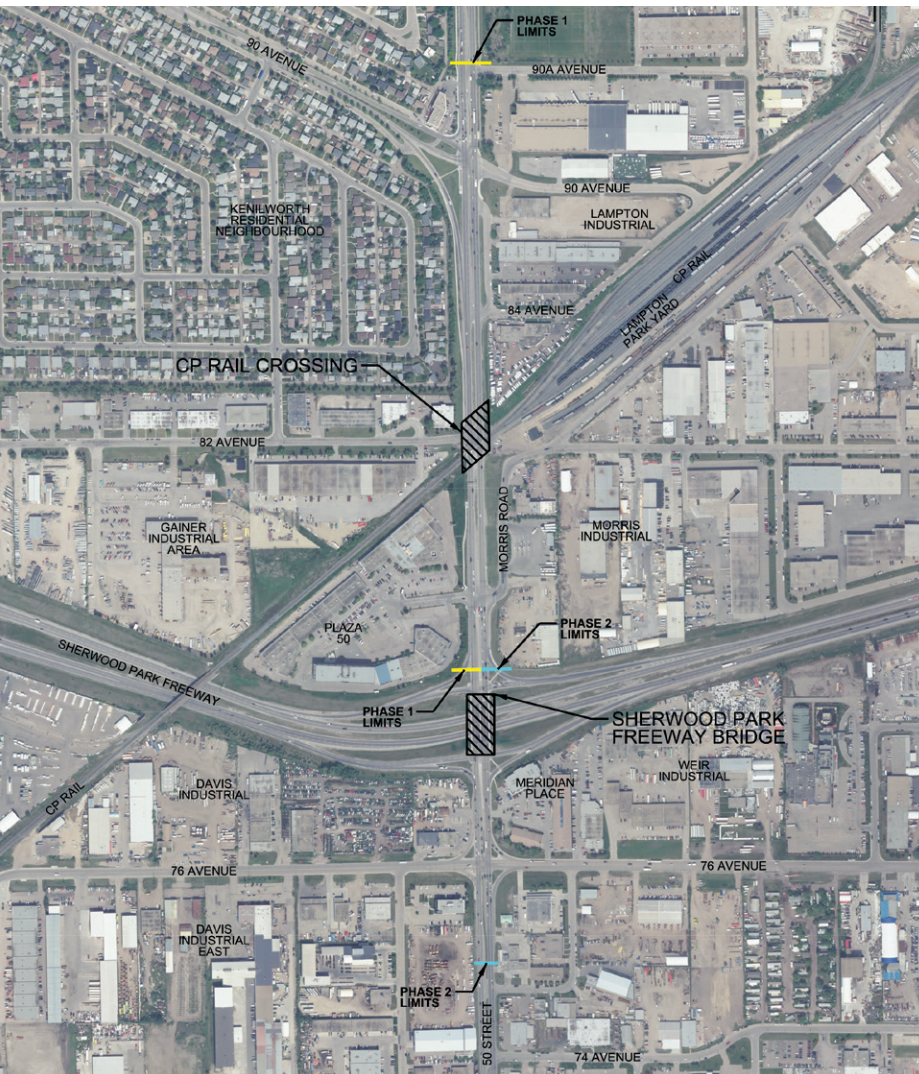
Active modes of transportation

are human-powered—like walking and cycling—produce no emissions, and reap health, economic, and social benefits.

Preliminary Design

The step in design that takes ideas to the next level, and sets the stage for detailed designs used at construction.





The 50 Street Widening and CP Rail Grade Separation project will be completed in two phases, as follows:

PHASE 1
Sherwood Park Freeway to 90 Avenue NW
Construction: 2022
Funded

- Widening 50 Street from a 4-lane divided roadway from north of **Sherwood Park Freeway to 90 Avenue NW**
- **Grade separation** of the CP Rail crossing north of Sherwood Park Freeway (at 82 Avenue)
- Addition of active modes infrastructure (such as bikes and pedestrian paths)
- Relocation of utilities

PHASE 2
76 Avenue to Sherwood Park Freeway
Construction: To be determined
Unfunded

- Widening 50 Street to a 6-lane divided roadway from **76 Avenue NW to Sherwood Park Freeway**
- Replacement and widening of existing **50 Street bridge over Sherwood Park Freeway**
- Relocation of utilities

PROJECT HISTORY – PUBLIC ENGAGEMENT



In 2018, the City connected with stakeholders and hosted a public session to share project information and gather feedback.

We discussed the options for grade separation at the rail crossing and the need to widen 50 Street. We heard concerns about speeding and shortcutting in neighbouring communities. We found strong support for better accessibility in the area for people who walk and bike, and we heard interest. And, we saw interest in receiving more information about access changes and detours during construction. A summary of these engagement activities can be found at edmonton.ca/50StreetWidening.

Along with planning and design studies, and funding considerations, public input has helped to shape the draft design. Now, we are making plans to share the design with you later this fall, and answer your questions about what comes next. Watch edmonton.ca/50StreetWidening for details!



WHAT'S BEEN DECIDED

Following are the decisions that have already been made on this project:

1. OVERPASS at the CP Rail Crossing.

Two options were explored to separate 50 Street from the CP Rail crossing—an underpass and an overpass. These options were explored in detail, looking at variations around land impacts, access configuration, structural and utility requirements, and drainage design.

After careful consideration of financial, social, and environmental impacts, **the City determined an overpass at the 82 Avenue CP Rail crossing is the best option.**

Why an overpass? More details about the decision can be found on the project webpage, but these are the highlights:

- a. Cost reduction in both construction and long-term operations and maintenance
- b. Construction schedule about one year shorter than an underpass
- c. Simpler construction with an earlier start date
- d. Less land required
- e. Improved roadway network connectivity
- f. Reduced utility relocation and disruption
- g. Elimination of flooding potential
- h. Safer and more comfortable route for people who walk and bike
- i. Provides increased separation of residential neighbourhoods from commercial area

2. ROADWORK

- a. **50 Street will be widened** from 4-lanes to 6-lanes from 90 Avenue to 76 Avenue. This construction will accommodate increasing traffic volume as it approaches current capacity.
- b. **82 Avenue will connect to 84 Avenue** under the overpass. This connection will achieve all-directional access for local businesses along this corridor.

3. ACTIVE MODES INFRASTRUCTURE

A **shared-use path** will be provided on the east side of 50 Street, a **sidewalk** will be provided on the west side of 50 Street, and along 84 Avenue. This will make the area more pedestrian and bike friendly, and will increase accessibility.

LOOKING AHEAD TO CONSTRUCTION



While the City finalizes project designs, we are also preparing for preliminary construction plans. What we know so far:

Early works construction activities, like detour construction and utility relocation, are expected to begin in 2021. Construction is expected to begin in 2022, with the entire construction schedule—from breaking ground to final landscaping—taking about three years.

Vehicle and pedestrian access to all neighbouring communities and businesses will be maintained during construction. Construction will be done in phases to minimize the disruption to local residents and businesses, and to maintain existing traffic flow patterns while the first stage of the overpass is constructed. Following stage one construction, all traffic will use the completed overpass section while the second half of the overpass is completed.

WHAT'S NEXT

We are excited to share the draft preliminary designs with you when they are complete later this fall.

Watch edmonton.ca/50StreetWidening for details!

Stay Informed

For more information and to sign up for project updates, visit edmonton.ca/50StreetWidening.

The logo for the City of Edmonton, featuring the word "Edmonton" in white text on a dark blue background.