

WELCOME!

CPKC RAIL GRADE SEPARATION ON 8TH STREET EAST

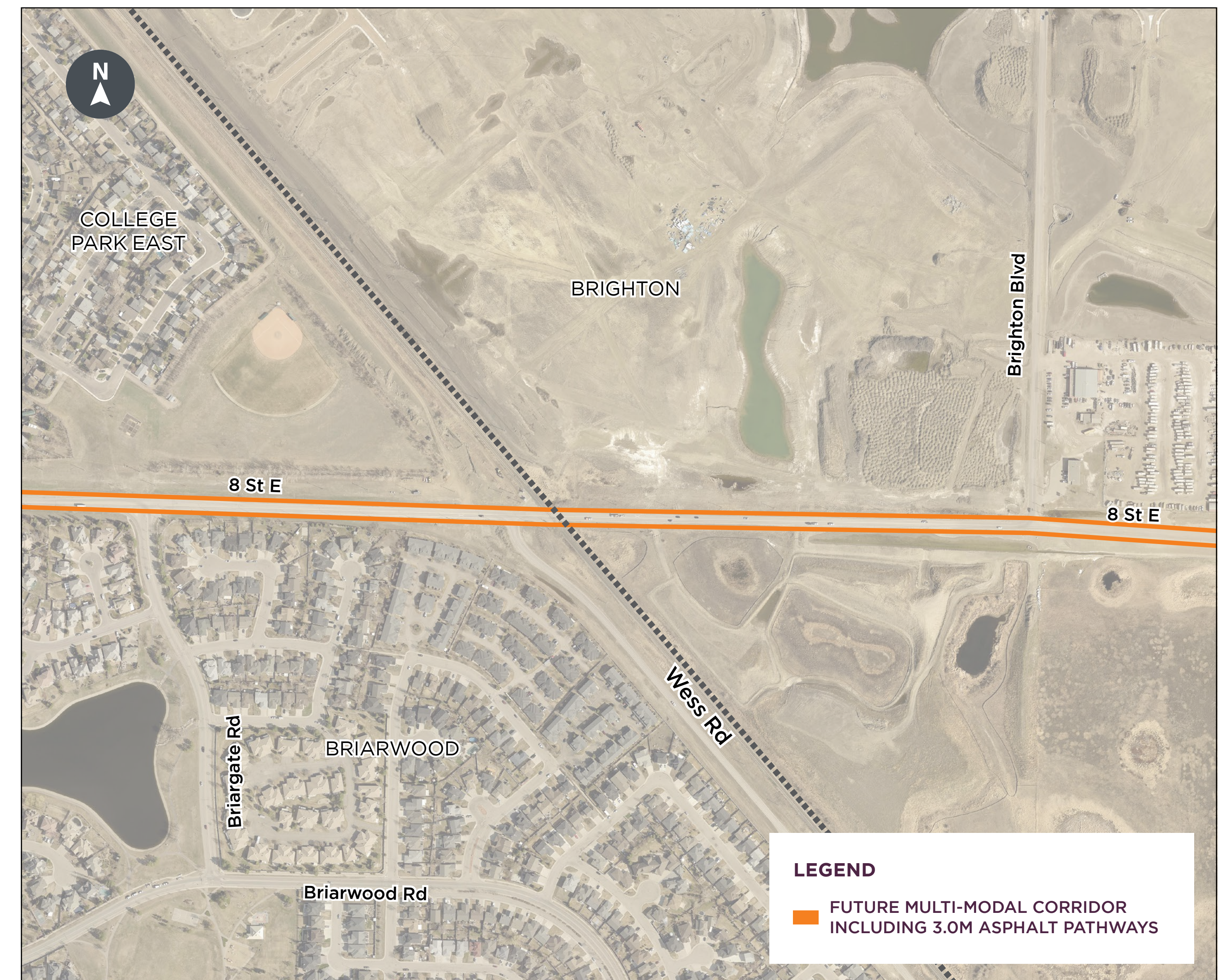


ABOUT THE PROJECT

The City of Saskatoon, in partnership with ISL Engineering and Land Services (ISL), is reviewing grade separation options at the CPKC railway crossing on 8th Street East. This project will determine if an overpass or underpass is a more suitable option. **This project does not include detailed design or construction.** Construction for this project is anticipated to be completed by 2030, pending funding availability.

WHY ARE WE DOING THIS WORK?

- Significant development in the area, including the Brighton and Rosewood neighbourhoods, has led to increased vehicle traffic at the CPKC crossing. A grade separation will accommodate the additional growth estimated by the Holmwood Sector Plan.
- The City has completed a functional plan within the project area that identifies the requirement for 8th Street to maintain a six-lane cross-section with pathways on both sides.
- The Saskatchewan Ministry of Highways' Saskatoon Freeway Functional Planning Study introduces a proposed interchange at 8th Street, east of Range Road 3043 (Winmill Road), generating additional traffic along the 8th Street Corridor.
- The grade separation will improve safety and mobility of people who drive, walk or cycle in the area.



FUTURE GROWTH

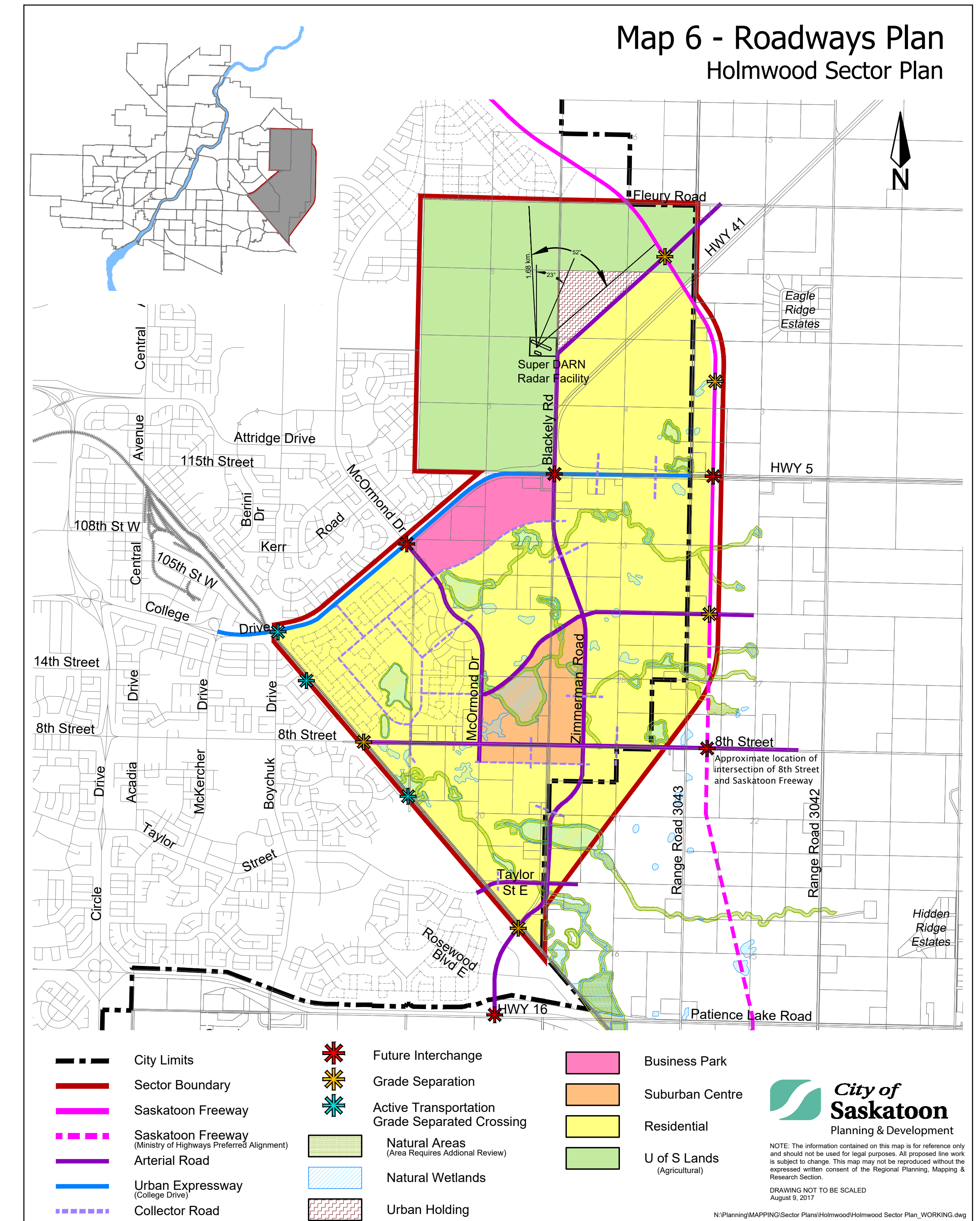
A grade separation will accommodate the increased traffic volumes anticipated in the Holmwood Sector Plan, which was approved by City Council back in 2012

THE HOLMWOOD SECTOR PLAN

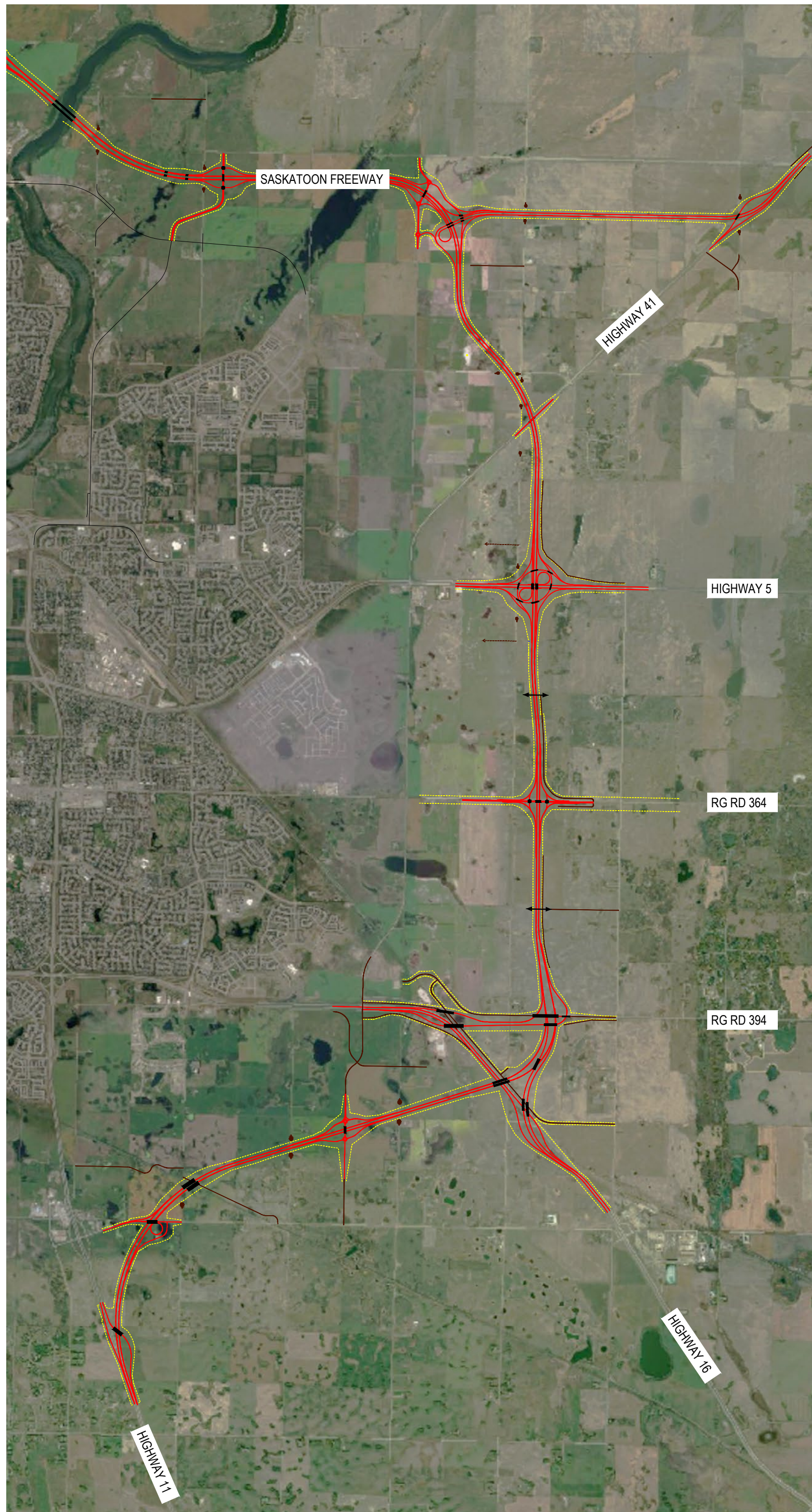
- A long range plan developed to provide direction for future urban development.
- Includes lands located east of Rosewood, Briarwood, College Park East.
- The Holmwood Sector has sufficient land for (with no specific time frame for development):
 - Five neighbourhood development areas
 - A suburban centre and business park
 - Two regional commercial sites and a suburban centre commercial site
 - A new high school
- At full build-out, ~70,000 people could live in this Sector
- Development will occur based on demand.

SASKATOON FREEWAY PROJECT

- The FPS is an initiative led by the Government of Saskatchewan's Ministry of Highways to plan for a future freeway that will support regional mobility and economic development.



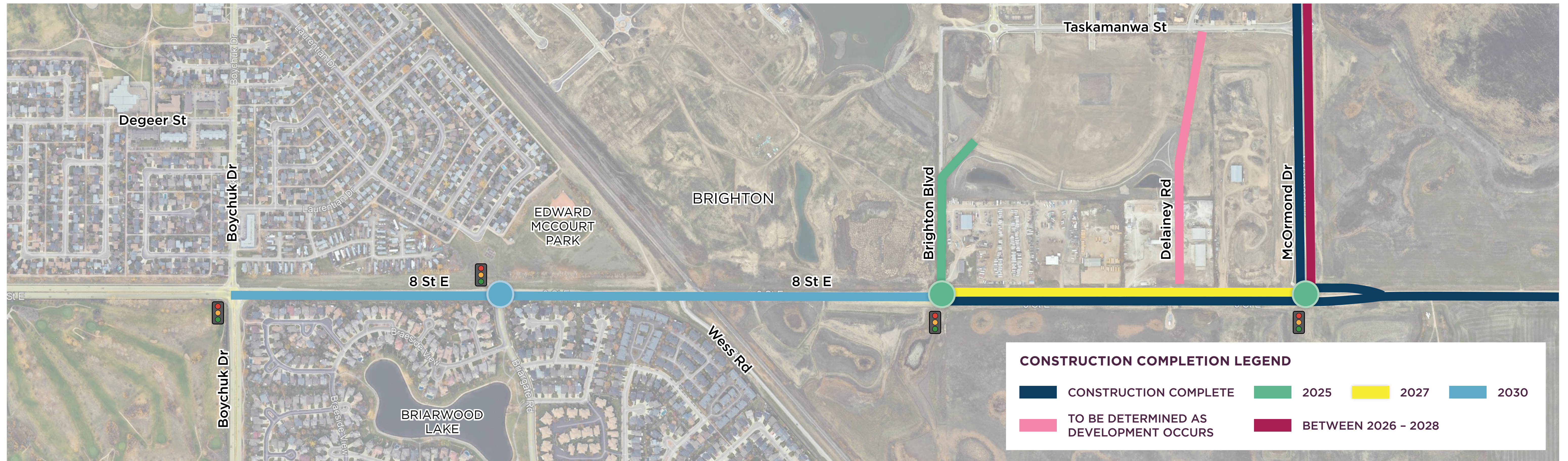
SASKATOON FREEWAY FUNCTIONAL PLANNING STUDY (SFFPS)



A future interchange on 8th Street East, located east of the CPKC railway crossing, has been earmarked as a key component in the SFFPS.

- The SFFPS provides important context for the grade separation project, as the grade separation aligns with the long-term regional transportation network envisioned in the SFFPS.
- The SFFPS is an initiative led by the Government of Saskatchewan's Ministry of Highways to plan for a future freeway that will support regional mobility and economic development.
- The SFFPS is ongoing and is currently in the third and final phase of the project.
- The study identifies the placement of critical infrastructure, including 17 interchanges, five railway crossings, multiple flyovers, and one major river crossing on the Saskatoon Freeway.
- For more information about the SSFPS, visit: saskatoonfreeway.org

OTHER PROJECTS IN THE AREA



8th Street Eastbound Lanes (Brighton Boulevard to McOrmond Drive), construction in 2025 to complete

- Shared use pathway on south side of 8th Street
- 8th Street and McOrmond Drive intersection including work on channelization islands and installation of traffic signals.

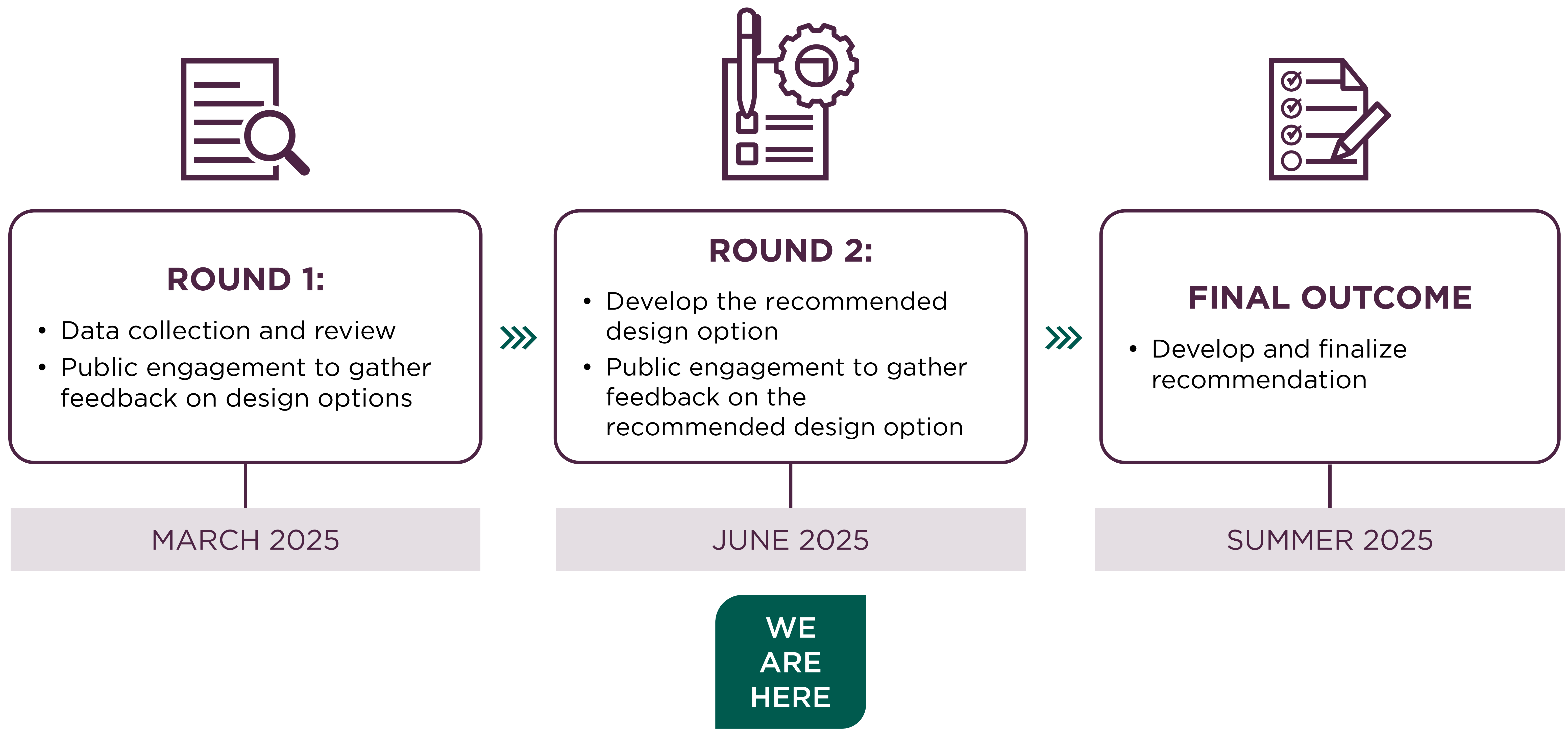
McOrmond Drive (8th Street to Brighton Common),

- Construction anticipated in next 1-3 years. Timeline to be coordinated prior to opening of high school.
- Construction will include: centre median, northbound lanes, sidewalk and cycle track on east side, intersection work at Taskamanwa Street and Brighton Circle

8th Street Westbound Lanes (Brighton Boulevard to McOrmond Drive)

- Construction anticipated in next 1-3 years. Timeline dependent on several factors:
 - SaskEnergy Transmission Line, access options for adjacent landowners, and property acquisition
- Construction will include:
 - Centre median, westbound lanes, sidewalk and cycle track on north side, and intersection work at Delainey Road

PROJECT SCHEDULE AND SCOPE



HOW DECISIONS ARE MADE



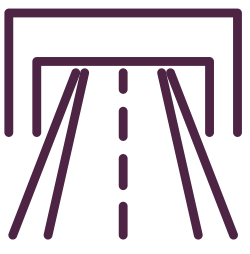




It is important to note that your input, along with the input of other citizens and interested parties, helps the City better understand the perspectives, opinions and concerns of people affected by City projects and decisions.

Your feedback on the design options, in addition to other considerations made by administration (i.e. City standards, policies, cost, best practices, technical feasibility), will be considered by the City in developing the final recommendations for this project.

WHAT WE LEARNT FROM ROUND 1 ENGAGEMENT

Below is a condensed summary of the feedback shared in round 1 engagement. All feedback received was considered by the project team as they evaluated and selected a recommended design option. For the full report, visit: saskatoon.ca/8thstrailseparation

THEMES	WHAT WE LEARNT
 General support for project	<ul style="list-style-type: none">Majority of people were supportive of the project to ease traffic flow in the area and provide safe crossing of the railway tracks.
 Option 1 - Overpass over CPKC Railway	<ul style="list-style-type: none">Lower construction/maintenance costs; easier and quicker to construct.Most visual and noise impacts; Mitigation suggestions were provided.Suggestion to make the roadway as gradual as possible to better accommodate pathway users.
 Option 2 - Underpass below CPKC Railway	<ul style="list-style-type: none">Higher construction/maintenance cost.Flooding concerns and expensive to mitigate.Less visual and noise impacts for nearby residents.
 Support for pathways	<ul style="list-style-type: none">General support for pathway crossing at 8th Street East in the design to increase accessibility.Suggestion for a shared use pathway and making the pathway slope more gradual to support all users.
 Other comments	<ul style="list-style-type: none">Concerns about closure of Wess Road at 8th Street East.Concerns for future growth, increased traffic, increase in air pollution and loss of natural spaces.Request for more design details, visuals, plans for accommodating transit and timelines for project construction.Other concerns shared for existing roadway construction projects outside of the project area.

WHAT WE SHARED OPTION 1 - OVERPASS

For the proposed design **OPTION 1**, 8th Street East would become an overpass across the CPKC rail line.



- The 8th Street roadway must rise approximately 9m (or about three storeys high) to cross over the CPKC rail tracks.
- The median, boulevards and pathways narrow approaching the overpass to minimize the width of the new bridge.
- CPKC requires an unobstructed right-of-way for future track installation.
- Retaining walls (4.6m height) extend above ground along the south side of 8th Street to minimize private property impacts.
- The overpass option results in the greatest visual impact for properties in Briarwood.
- Noise attenuation walls will be evaluated to minimize traffic noise and visual impacts to existing homes.

WHAT WE SHARED OPTION 2 - UNDERPASS





For the proposed design **OPTION 2**, 8th Street East would become an underpass below the CPKC rail line.



- A new railway bridge allows 8th Street to cross under the CPKC rail tracks.
- The 8th Street roadway must be lowered approximately 7m below the CPKC tracks to provide enough overhead clearance for trucks and emergency vehicles.
- The profile is set, reducing the incline and decline, to accommodate people who walk and wheel through the underpass.
- The median, boulevards and pathways narrow approaching the underpass to minimize the length of the railway bridge.
- Retaining walls extend below ground, along the south side of 8th Street, to minimize private property impacts.
- The underpass option results in less visual impact for properties in Briarwood and may reduce noise impacts.
- A stormwater lift station will be required to ensure that the underpass is not flooded with water because of high water levels, or during storm events, which will add additional costs to the project.

EVALUATION OF OPTIONS

The public feedback on the design options, in addition to other considerations (i.e. City standards, policies, cost, best practices, technical feasibility), was used by the City in developing a recommended design and will inform the final recommendation.

EVALUATION CRITERIA	OPTION 1 - OVERPASS	OPTION 2 - UNDERPASS
Budget / Finance		
Environmental / Sustainability		
Technical Feasibility / Risks		
Community Impacts		
Engagement / Interested Parties		

Legend

 Low impact or more desirable

 Medium impact or neutral

 High impact or less desirable

RECOMMENDED OPTION

WHY AN OVERPASS?

- The overpass option avoids challenges related to the area's high groundwater table.
- The overpass eliminates the need for 24/7 long-term pumping systems and a storm water pond, which would be required for an underpass.
- The overpass reduces the risk of flooding, especially during heavy rainfall or snowmelt events, and is the recommended design option by CPKC.
- Construction and long-term maintenance costs for the overpass is \$5 to 10 million lower than the underpass option.

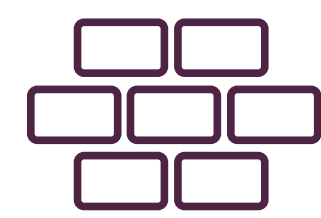
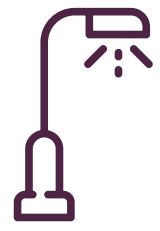


CHANGES TO WESS ROAD ACCESS

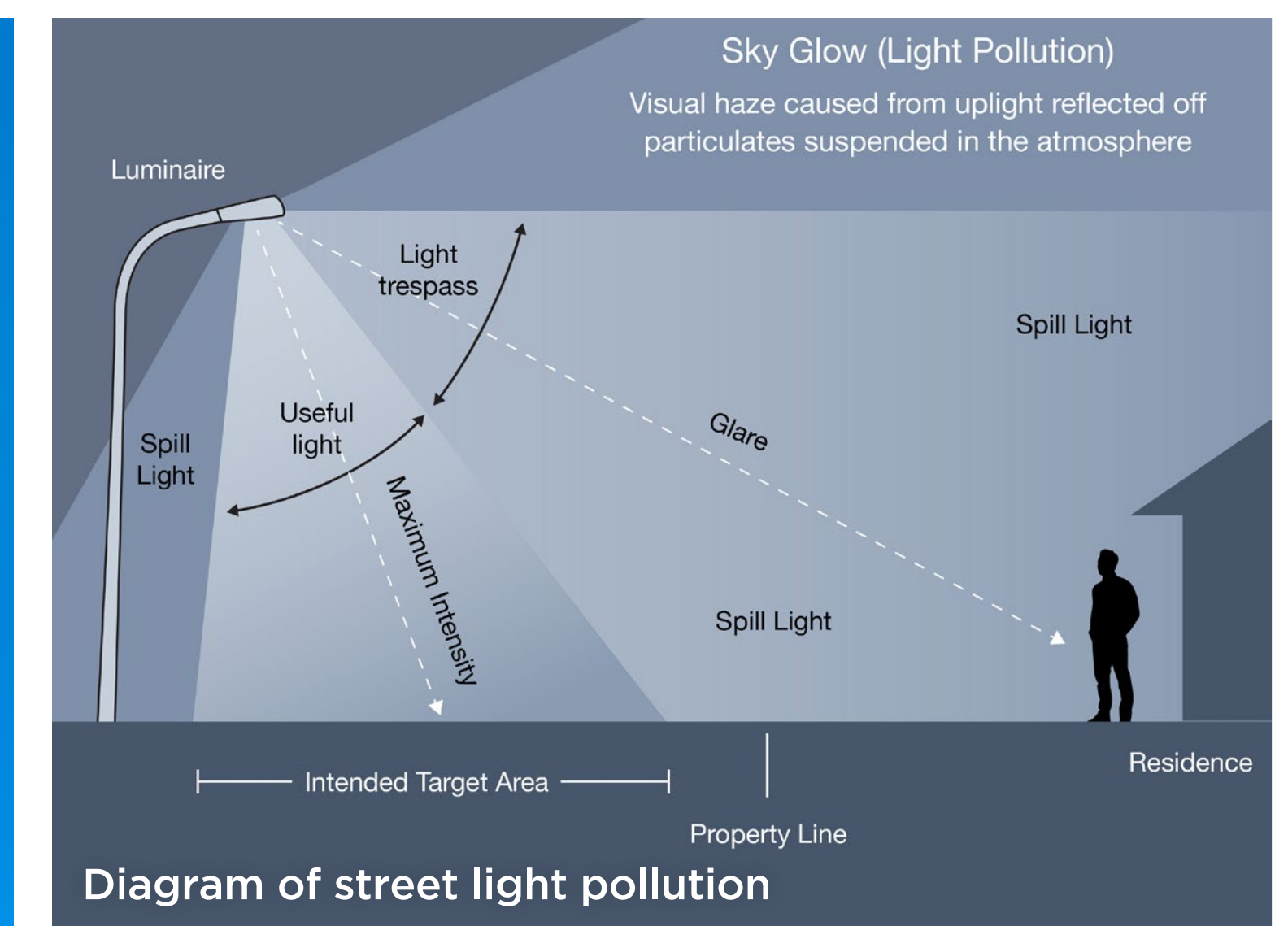
- To safely accommodate the overpass structure and eliminate the at-grade crossing, **Wess Road will be permanently closed at 8th Street.**
- Future roadway connections will be supported by the Holmwood Sector Plan. For more details, please refer to page 61 of the plan.
- Although Wess Road will be permanently closed at 8th Street, the roadway will still provide access to properties and businesses south of the project area.



MITIGATION AND MINIMIZING IMPACTS

The project team have added additional design elements to minimize impacts, as much as possible, to residents adjacent to the project area.

-  **Noise attenuation:** Noise walls (height to be determined in detailed design) will be considered along the corridor to reduce traffic noise for adjacent residents. Landscaped berms and aesthetically finished walls may be used to blend with surrounding neighbourhoods.
-  **Lighting design:** All roadway and pathway lighting will be designed to minimize spillover into nearby homes. Shielded, directional lighting fixtures will be used to ensure safety while reducing light pollution.
-  **Retaining walls to reduce grading impacts:** Retaining walls (4.6m height) may be used to minimize how much the surrounding land needs to be regraded, helping preserve adjacent private property and limit the footprint of the project.
-  **Vegetation and landscaping:** Landscaping features, such as trees and shrubs, will be planted to buffer visual impacts, enhance aesthetics, and reduce dust.



SHARE YOUR FEEDBACK!

Using the sticky notes provided, please share what you like and what can be improved upon for the recommended option: **Overpass across the CPKC rail line.**

WHAT DO YOU LIKE ABOUT THE RECOMMENDED DESIGN OPTION?	WHAT CAN BE DONE TO IMPROVE THE RECOMMENDED DESIGN OPTION?

HAVE YOUR SAY!

Feedback can be provided on the online survey by phone, email, or mail using the information below.



Please complete the online survey before **June 23, 2025** by scanning the QR code, or visiting the project website



saskatoon.ca/8thstrailseparation

BY MAIL:



Bridges & Structures
222 – 3rd Avenue North
Saskatoon, SK S7K 0J5

BY EMAIL/PHONE:



gradeseparationproject@saskatoon.ca



306.975.2400

Next Steps

After the completion of the study, the recommendations will be shared with the Standing Policy Committee on Transportation and City Council to be approved in principle. The project construction is estimated to be completed by 2030.