






# WELCOME!

## CPKC RAIL GRADE SEPARATION ON 8TH STREET EAST



-  FUTURE NON AAA CYCLING NETWORK
-  FUTURE AAA CYCLING NETWORK
-  FUTURE MULTI-MODAL CORRIDOR INCLUDING 3.0M ASPHALT PATHWAYS
-  EXISTING NEIGHBOURHOOD PATHWAYS
-  CPKC RAIL LINES

AAA = A cycling network that serves all ages and abilities

# ABOUT THE PROJECT

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The City of Saskatoon, in partnership with ISL Engineering and Land Services (ISL), is reviewing grade separation options at the CPKC railway crossing on 8<sup>th</sup> 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 Brighton and Rosewood neighbourhoods has led to increased vehicle and pedestrian traffic at the CPKC rail crossing and triggered the requirement for an underpass or overpass.
- An overpass or underpass will improve safety and mobility of people who drive, walk or cycle in the area.
- The City has completed a functional plan within the project area that identifies the requirement for 8<sup>th</sup> Street to maintain a six-lane cross-section with 3.0m asphalt pathways on both sides.
- The [Saskatoon Freeway Functional Planning Study](#) introduces a proposed interchange along 8<sup>th</sup> Street East of Range Road 3043 (Winmill Road) generating additional traffic along the 8<sup>th</sup> Street corridor.



# BACKGROUND INFORMATION

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The designs developed for this grade separation study are informed by the following plans and policies:

## SASKATOON'S TRANSPORTATION MASTER PLAN (TMP)

- The TMP was developed to create a comprehensive framework for managing Saskatoon's transportation infrastructure as the city continues to grow. It aims to support a vibrant, sustainable, and attractive community for future generations.
- Approved by City Council in the spring of 2021, the TMP provides strategic guidance on infrastructure priorities and policies.
- Key principles outlined in the TMP, such as **enhancing safety, improving traffic flow, and promoting multi-modal transportation, directly influence the design and objectives of this project.**

## SASKATOON FREEWAY FUNCTIONAL PLANNING STUDY (FPS)

- 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.
- The FPS 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.
- A future interchange on 8<sup>th</sup> Street, located east of the CPKC railway crossing, has been earmarked as a key component of this plan. **This provides important context for the grade separation project, as it aligns with the long-term regional transportation network envisioned in the FPS.**



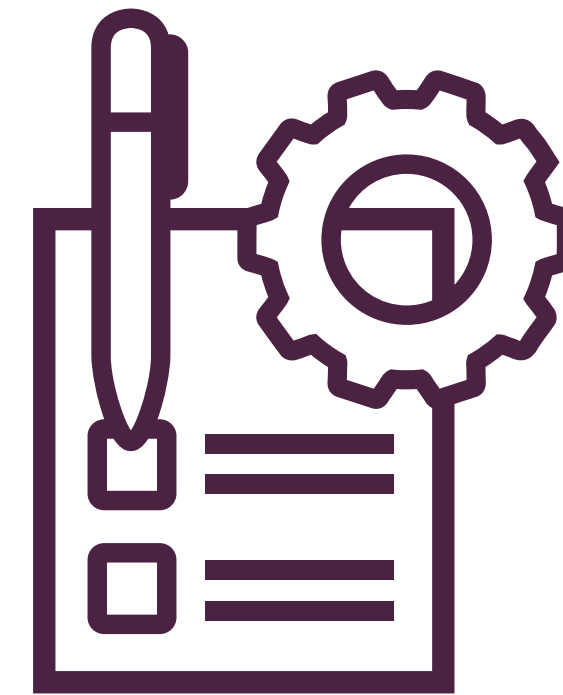
# PROJECT SCHEDULE AND SCOPE



## ROUND 1:

- Data collection and review
- Public engagement to gather feedback on design options

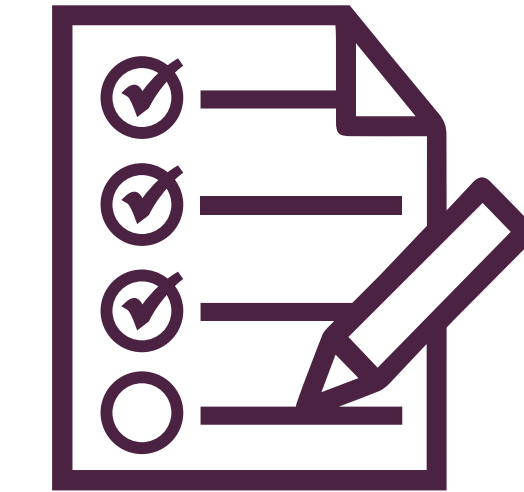
MARCH 2025



## ROUND 2:

- Develop preferred design option
- Public engagement to gather feedback on preferred design option

JUNE 2025



## FINAL OUTCOME

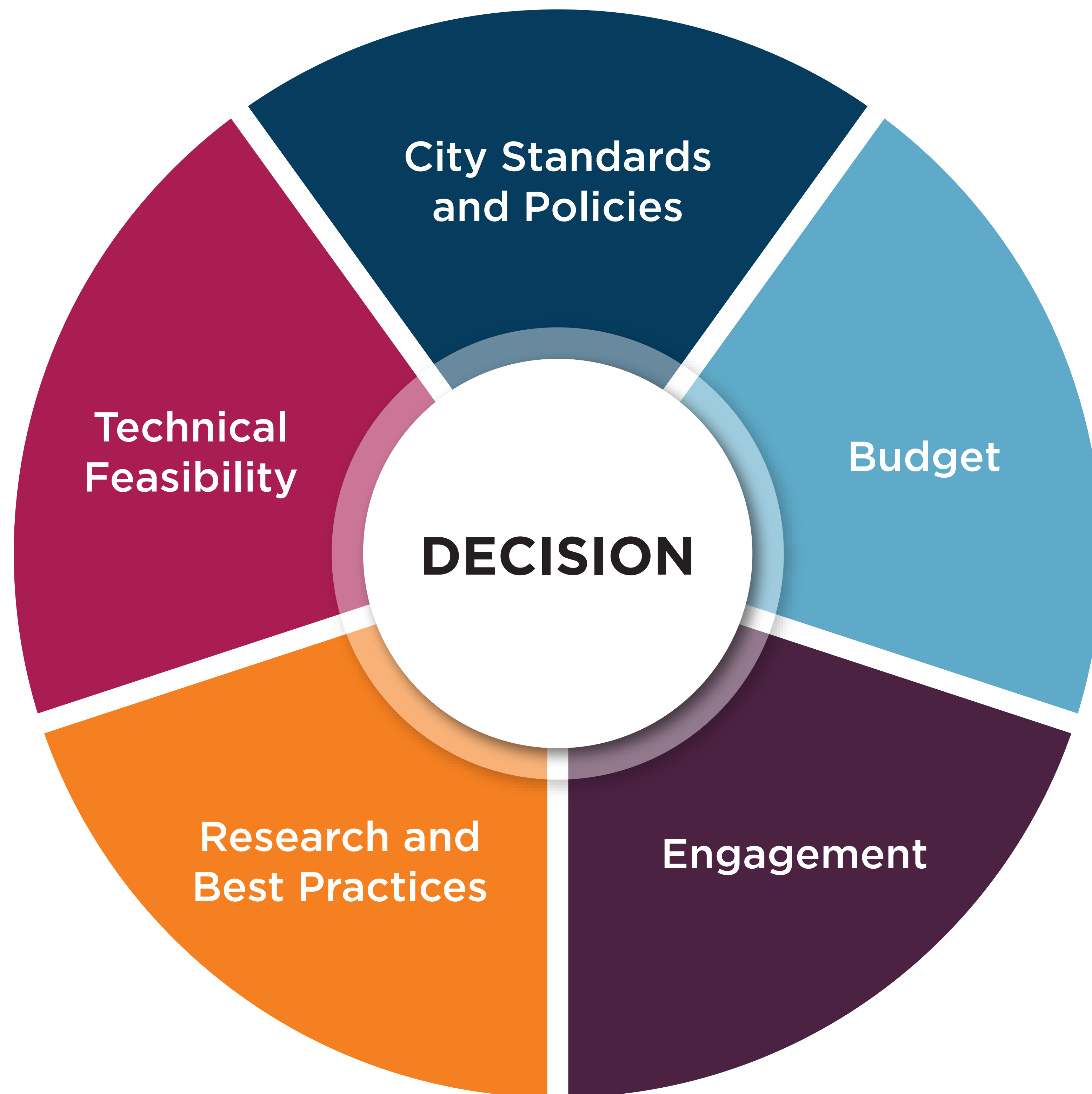
- Develop and finalize recommendation

SUMMER 2025

WE  
ARE  
HERE

# HOW DECISIONS ARE MADE

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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.

# PROPOSED DESIGN OPTION 1 - OVERPASS

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



- The 8<sup>th</sup> 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 extend above ground along the south side of 8<sup>th</sup> Street to minimize private property impacts.
- The overpass option results in the greatest visual impact for properties in Briarwood.
- Noise attenuation walls will be required to minimize traffic noise and visual impacts to existing homes.

# SHARE YOUR FEEDBACK!

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Using the sticky notes provided, please share what you like and what can be improved upon for **OPTION 1** - overpass across the CPKC rail line.

WHAT DO YOU LIKE ABOUT OPTION 1?	WHAT CAN BE IMPROVED UPON FOR OPTION 1?

# PROPOSED DESIGN OPTION 2 - UNDERPASS

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



- A new railway bridge allows 8<sup>th</sup> Street to cross under the CPKC rail tracks.
- The 8<sup>th</sup> 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 8<sup>th</sup> 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 during storm events, which will add additional costs to the project.



# SHARE YOUR FEEDBACK!

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Using the sticky notes provided, please share what you like and what can be improved upon for **OPTION 2** - underpass across the CPKC rail line.

WHAT DO YOU LIKE ABOUT OPTION 2?	WHAT CAN BE IMPROVED UPON FOR OPTION 2?

# HAVE YOUR SAY!

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



Please complete the online survey before **March 17, 2025**

 [saskatoon.ca/8thstrailseparation](https://saskatoon.ca/8thstrailseparation)



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