

# 50 Street Widening/Rail Separation

Project information

Edmonton

## Why is the 50 Street Design Study being done?

As part of its ongoing transportation network development, the City of Edmonton plans to upgrade the 50 Street NW Corridor between Whitemud Drive and 90 Avenue. In 2010, a concept planning study recommended upgrades for the 50 Street corridor including the widening of 50 Street from four lanes to six lanes, development of a grade separation of the CP Rail tracks at 50 Street as well as widening and replacement of the 50 Street overpass over the Sherwood Park Freeway.

These upgrades will enhance the serviceability and reliability of the 50 Street corridor by eliminating a major bottleneck associated with the rail crossing near 82 Avenue. In addition, these upgrades will enhance safety, improve walking and cycling along the corridor and increase the functional capacity of the corridor to serve the increasing industrial traffic that uses 50 Street as a key goods movement corridor.



## Why now?

The availability of funding is a major reason for the timing of this project. The total project cost of the grade separation is approximately \$87.5 million, from the following orders of government:

- Government of Canada: \$39.8 million
- Government of Alberta: up to \$28.3 million
- City of Edmonton: remainder (approximately \$18-19 million)

The funding for the project from 76 Avenue to north of Sherwood Park Freeway overpass will be requested as part of the City of Edmonton Capital Budget this fall.

## Positive impact to traffic flow

On average, 8 full trains cross the train tracks every day. Additionally, each day, on average the train performs 25 back-and-forth movements, or shunts, to build trains. These movements contribute to long waits for commuters. Approximately 35,000 vehicles cross the train tracks each day. Additionally, when trains are

crossing, commuters can wait an average of 4 minutes, with some blockages lasting over 15 minutes.

**Result:** A grade separation of the CP Rail tracks at 50 Street will enhance the flow of traffic. As well, widening 50 Street to six lanes will support goods movement and commuter use.

### Benefits to pedestrians and cyclists

There are currently no sidewalks or paths for pedestrians and cyclists crossing the CP Rail tracks.

**Result:** This project includes a shared use path on the east side of 50 Street and the sidewalk on the west side of 50 Street. Both facilities will be grade separated at the CP Rail tracks with 50 Street.

### Changes to access

82 Avenue and 84 Avenue at 50 Street are proposed to be closed to accommodate the grade separation of the CP Rail tracks.

**Result:** These proposed closures are necessary to enable the construction of the grade separation and the safe movement of traffic along 50 Street.



### Impacts to businesses

The City of Edmonton is currently meeting with property owners and businesses in the study area and would like to share information about the project design as well as potential impacts related to access closures and construction. All affected property owners will be contacted directly when a final design and complete project funding are in place.

### Next steps

The project team continues to meet with stakeholders and anticipates to share more information in early 2019 as design work progresses.

### For more information

Visit [edmonton.ca/50streetwidening](http://edmonton.ca/50streetwidening) or contact [siddharth.masand@edmonton.ca](mailto:siddharth.masand@edmonton.ca)