



50 Street Widening and Railway Crossing



Public Information Session: April 21, 2021

Question	City Response
Roadway Design	
<p>Why was it decided to build the road as an overpass versus an underpass? It appears that the rail crossing is at a high elevation point compared to 90 Avenue and the Sherwood Park Freeway interchange. Please explain the logic behind this decision.</p>	<p>An overpass was chosen because it better supports economic, social, and environmental considerations, such as: reduced construction cost, shorter construction schedule, better road network access, utility and drainage considerations, less drainage costs and residential/commercial neighbourhood impacts.</p> <p>Overall, the overpass design provided a more cost-effective solution for the City with benefits that outweighed the underpass structure.</p>
<p>Will the right turn from 90 Avenue to 50 Street south be a free flow or a merge?</p>	<p>The right turn from 90 Avenue eastbound to 50 Street southbound will be a free flow turning lane.</p>
<p>Will the distance between the edge of the southbound lanes of 50 Street and the alley behind 52 Street change? If so, by how much?</p>	<p>Yes. The new overpass wall face will be approximately 17.5 meters from the alley. The current edge of 50 Street varies from 25.5 meters to 17.5 meters from the alley.</p>
<p>What will happen to 82 Avenue at 50 Street? Will the road terminate at 50 Street or will it continue under the overpass? If so, which road will it connect to?</p>	<p>82 Avenue will connect to 84 Avenue via a new connector road that will be built under the 50 Street overpass. 84 Avenue on the east side ultimately connects up with 90 Avenue.</p>
<p>Why is there no yield-merge lane on the northeast corner of 50 Street and 90 Avenue?</p>	<p>The intersection analysis and traffic volumes reported as part of the conceptual planning process show that the east leg of 90 Avenue “westbound right” movement is projected to function at an acceptable level of service without a turn bay or ‘yield-merge lane at this location.</p>
<p>Will access be maintained to 80 Avenue that turns into the industrial area to the west?</p>	<p>Access to 80 Avenue (connection to Morris Road) and 82 Avenue will be maintained on the east</p>

	<p>side of the corridor. There is no existing or future 80 Avenue connection to the west.</p> <p>The 82 Avenue west access will not have a direct connection to 50 Street, but will connect to 84 Avenue via a new connector roadway under the overpass.</p>
How high will the overpass be at the highest point?	The roadway surface of the overpass will be approximately 10 metres at its highest point.
Why is the connection from 82 Avenue across 50 Street needed? There is no connection today.	The new connection under the overpass from 82 Avenue on the west of 50 Street to a new 84 Avenue on the east side of 50 Street provides a direct connection into the commercial area as the existing connection from 82 Avenue to 50 Street will be removed. In other words, this new connection provides an alternative access to replace the access that will be removed at 50 Street / 82 Avenue.
What is the current distance from the existing west curb to the houses on the west side of 50 Street? What will it be when the overpass is built?	The new face of the wall will be approximately 34 meters to the houses. The current edge of 50 Street varies approximately 47 meters to 34 meters from the houses.
What is the current traffic flow on 82 Avenue and the projected traffic flow after construction?	<p>During the conceptual phase, peak hour counts were undertaken at 50 Street and 82 Avenue, with approximately 230 AM and 290 PM movements from and to 82 Avenue.</p> <p>The future configuration of 50 Street and 82 Avenue does not include a connection and future traffic flow has not been projected, as there will be no direct movements to and from 50 Street.</p>
Do you expect to have to widen 82 Avenue from 50 Street to 75 Street?	82 Avenue between 50 Street and 75 Street will not be widened as a result of this project, nor are there future plans for widening of 82 Avenue in this area.
Is the bridge construction modular?	No. The project will follow a more traditional construction methodology.

Construction Schedule / Timing	
When will construction of the overpass be complete?	Completion of the project is expected to be in 2026.
When will drivers no longer be delayed by trains and related switching activity?	Vehicles will no longer have to stop at the rail line when the east portion of the overpass is completed in approximately 2024.
Why will this project take five years to complete?	<p>The timeline for construction is based on constructing the overpass in stages. The east half will be completed first and the west half will be completed once the traffic is switched to the east half of the overpass. The staged construction will allow four lanes of traffic (two in each direction) to continue to flow on 50 Street during construction.</p> <p>A shorter construction timeframe would have required the complete closure of 50 Street to traffic in the project area.</p>
Will there be penalties for the contractor if the project goes over schedule?	The City has clauses related to penalties written into construction contract documents. If the contractor is unable to meet the construction date stipulated in the Contract, he will have to pay daily penalty outlined in the contract documents.
Are the construction hours negotiable to the point where it would be possible to reduce the Sunday hours?	<p>As the construction season in Edmonton is limited by weather and the project is on a tight schedule, the hours of construction will not be adjusted.</p> <p>https://www.edmonton.ca/city_government/bylaws/noise.aspx</p>
Residential Neighbourhood Impacts	
Will there be additional traffic expected through the Kenilworth neighborhood, particularly traffic heading southbound on 50 Street and destined to the 82 Avenue commercial strip? Is there any plan for traffic calming, signals, or a lower speed limit for the residential area?	Additional traffic through the Kenilworth neighbourhood is not anticipated as a result of this project. However, the City recognizes this concern and will monitor travel patterns and potential changes resulting from the implementation of the grade separation. If additional traffic is observed, in conjunction with

	<p>safety or other related concerns, the City will review possible measures to mitigate negative impacts through existing programs and processes.</p>
<p>How can you minimize the traffic that cuts through Ottewell and Kenilworth in their attempts to keep moving? 92 Avenue one way has multiple vehicles a day cutting up the alley to get to 90 Avenue and going faster than legally allowed</p>	<p>Traffic cutting through Ottewell and Kenilworth is not anticipated to significantly change as a result of the implementation of the grade separation at 50 Street and the CP Rail crossing. The City will monitor for changes in traffic and travel behaviour following the construction of this project. If additional traffic is observed, in conjunction with safety or other related concerns, the City will review possible measures to mitigate negative impacts through existing programs and processes.</p>
<p>Is there a plan for traffic calming in Kenilworth during construction? Shortcutting will be an issue.</p>	<p>Two lanes of traffic will remain open in each direction along 50 Street during construction, therefore shortcutting is not anticipated. However, the City will monitor the situation and explore measures to address shortcutting issues, if required.</p>
<p>As a resident on 56 Street between 90 Avenue and 82 Avenue, there is a lot of concern about increased traffic during construction. I hear there will be monitoring, but also we do require signage such as local traffic only, and reduce speed, this is our neighbourhood. Just a request.</p>	<p>Increased traffic through the community is not anticipated during construction as two lanes of traffic will remain open in each direction along 50 Street. If shortcutting becomes a concern, the City will review and explore measures to address the issue.</p>
<p>Will there be utilities interruption at any point?</p>	<p>Utility relocation will take place in 2021 and 2022 to relocate all utilities that will be impacted by the project.</p> <p>No interruption of utility service is expected at this time, however there may be very brief interruptions when old facilities are switched over to the new facilities.</p>
<p>What is going to be done about traffic on 56 Street from 90 Avenue to 82 Avenue? Currently, many cars use it as a detour especially when</p>	<p>To provide an exit lane from 50 Street to 82 Avenue is not practical as the overpass will be built above 82 Avenue. This would require a</p>

<p>there is a train, but also when there isn't. Cars speed down there now, and when there isn't easy access to 82 Avenue, cars will continue to speed there. Why wasn't there an exit lane from 50 Street to 82 Avenue, especially on the southbound side?</p>	<p>ramp exit that would require more land and the demolition of the building on the corner of 82 Avenue. This is not practical given the traffic volumes expected.</p> <p>If shortcutting becomes a concern, the City will review possible measures to mitigate negative impacts through existing programs and processes.</p>
<p>People already cut through 71 Street to 82 Avenue now. This will become a greater issue during construction. Are you making changes at the light on 75 Street and 82 Avenue and 71 Street and Sherwood Park Freeway?</p>	<p>No changes to these locations are planned at this time.</p> <p>Two lanes of traffic will remain open in each direction along 50 Street during construction, therefore shortcutting is not anticipated. However, the City will monitor the situation and explore measures to address the shortcutting issue, if required.</p>
<p>Shared-use Path / Sidewalk</p>	
<p>Is a regular sized sidewalk being constructed on one side of the overpass and a wider shared-use path on the other side?</p>	<p>Yes, a new 3.0m sidewalk will be constructed on the west side of the overpass and a wider 4.2m shared-use path will be constructed on the east side of the overpass for both pedestrians and cyclists.</p>
<p>Will the shared-use path on the east side of 50 Street connect with the shared-use path on the east side of 50 Street north of 92 Avenue?</p>	<p>Yes, the shared-use path will connect with the shared-use path north of 90 Avenue (which connects to the path north of 92 Avenue).</p>
<p>With the addition of the shared-use path on the overpass, will this be the start of the expansion of the shared-use path from the Sherwood Freeway and Whitemud Drive to connect the two sections?</p>	<p>The shared-use path will connect with the shared-use path north of 92 Avenue. The City ultimately anticipates that the path will extend along 50 Street south of the Sherwood Park Freeway. However, details of this future connection to the south and timelines have not yet been determined.</p>
<p>Why is the shared-use path not being built on both sides of 50 Street?</p>	<p>A sidewalk paired with a shared-use path is consistent with current City of Edmonton design guidelines.</p>

<p>How was the side for the shared-use path location chosen?</p>	<p>The shared-use path will be built on the east side of 50 Street as it provides a better connection with existing shared-use paths, including the path north of 92 Avenue and will ultimately match the design for a future path along 50 Street south of Sherwood Park Freeway.</p>
<p>Why is a shared-use path chosen to be built versus just a regular sidewalk? I don't see the need based on the number of cyclists and pedestrians I see. This is a commercial and industrial area, not a family oriented parkway.</p>	<p>The shared-use path constructed along 50 Street will connect to other paths thereby extending the bike network in this part of the city.</p> <p>It is consistent with the City's current city urban development policy to provide safe travel for all methods of transportation including active transportation (walking, cycling and rolling), as we move toward a city of two million people. Adding active infrastructure, such as shared use paths, aligns with the City's Bike Plan and provides travel options for all.</p>
<p>How will pedestrians and cyclists travelling to/from 82 Avenue connect to the overpass? Will there be stairs or a ramp, or will there be an at-grade crossing of the railway?</p>	<p>The overpass preliminary design does not include a vertical connection (pedestrian stair and/or ramp) to the overpass from 82 Avenue travelling east.</p> <p>Similar to vehicular traffic, pedestrians will access the 50 Street overpass from the 90 Avenue intersection.</p> <p>A sidewalk will likely be constructed along 82 Avenue as part of the new connection to the west side of 50 Street. A temporary sidewalk will be provided on the west side of 50 Street corridor between 82 and 90 avenue during construction, and the provision of a permanent sidewalk providing this connection between 82 and 90 Avenue will be considered during the next phase of detailed design.</p>
<p>Sound / Noise</p>	
<p>Will the project improve sound dampening from trains? I understand that rail traffic has increased in recent years, including overnight, and want to know if the volume of train noise will ultimately be reduced from the project?</p>	<p>For the Kenilworth residents, the project is anticipated to mitigate noise from the CP Rail yard as the overpass and elevated roadway will act as a noise barrier between the community and the rail yard.</p>

<p>What kind of noise can we expect and how noisy will it be?</p>	<p>In 2018, the City completed a noise study. The excerpt from the conclusion is:</p> <p><i>“As part of the study a 24-hour environmental noise monitoring was conducted at two (2) locations within the study area. The locations of the monitors were selected to represent the varying noise climate of the study area. The results of the baseline noise monitoring indicated sound levels of 59.5 and 62.1 dBA (around 60dBA) Leq24, respectively. At both locations, the noise climate was dominated by the roadway noise from 50 Street NW and 90 Avenue NW.</i></p> <p><i>Overpass noise modeling scenario indicated noise level ranging from 47.5 dBA to 59.6 dBA (around 50 to 60 dBA) Leq24 for all locations. The relative decrease (significant in certain cases) in noise levels for the adjacent residents can be primarily attributed to the height of the roadway relative to the backyards which is anticipated to shield the noise. This is particularly true for the northbound lanes which will have no line-of-sight to the residents. Since all residential receptor Leq24 noise levels were below 65dBA, noise mitigation will not be required for the Future Case - Overpass scenario to meet the requirements of the City of Edmonton UTNP (Urban Traffic Noise Policy) C506A.”</i></p> <p>Therefore, less noise is anticipated after the completion of the project.</p>
<p>My house backs onto 50 Street, north of 90 Avenue. I'm concerned about increased noise that will come with increased traffic that will eventually result. How is the City going to mitigate negative noise impact on Ottewell and Kenilworth residents who live directly adjacent to 50 Street?</p>	<p>Based on the noise study completed by the City in 2018 and based on future traffic volumes (see above), no negative noise impact is anticipated at the project site, therefore no mitigation will be required.</p> <p>The City intends to complete a noise study following the completion of this project to</p>

	determine if noise levels align with what was modelled in 2018.
Is anything being done to mitigate noise from the roadway, given both the increase in elevation and traffic in the future?	Based on the noise study completed by the City in 2018 and based on future traffic volumes (see above), no negative noise impact is anticipated, therefore no mitigation will be required. The City intends to complete a noise study following the completion of this project to determine if noise levels align with what was modelled in 2018 at the concept stage.
As 50 Street is designated as a truck route is there any expectation of additional noise from the elevated traffic that flows through this area?	Based on the Noise Study completed in 2018, no negative noise from the elevated traffic is anticipated.
Are there any plans for a berm or some type of soundproof fencing on the west side of 50 Street?	Based on the noise study that has been conducted that includes traffic modeling to include future traffic volumes, a noise wall is not required as the noise will not exceed the limit as identified in the City of Edmonton's Noise Bylaw. https://www.edmonton.ca/city_government/bylaws/noise.aspx
Will there be a berm on the west side of 50 Street from 90 Avenue and south along the residences on that side?	No, a berm is not planned for this location.
Detours	
Where and when will traffic be relocated for detours?	Traffic (both northbound and southbound lanes) will be detoured onto the west side of 50 Street from 2022 to 2023 while the east section of the overpass is being constructed, and onto the east side of 50 Street from 2024 to 2026 while the southbound overpass is being built. The east section of the overpass will be completed halfway through the project, with traffic (both northbound and southbound) able to use that part of the overpass while the west section is built.

Will the detour be able to handle the current traffic flow on 50 Street?	Yes, two lanes of traffic will remain open in each direction (northbound and southbound) on 50 Street throughout the course of the project.
Please provide more details around the detour into the Kenilworth neighbourhood.	No detour is planned to go through the Kenilworth neighbourhood. Kenilworth residents will continue to access and exit their community as they do today. Two lanes of traffic will remain open in each direction (northbound and southbound) on 50 Street during construction.
Is there a map available with the detour location?	The detour maps can be found at edmonton.ca/50StreetWidening
Will the speed limit remain the same on the detours?	The speed limit will be 50km/h during construction and will increase to 60 km/h (the current posted speed) following completion of the project.
Project Funding / Budget	
What is the total budget for this project?	The budget for this project is \$102 million. The project is jointly funded by the City of Edmonton, the Province of Alberta, and the Government of Canada.
Is the funding for the project firm or is there a risk the project could be delayed by a change of government?	The City of Edmonton, Federal and Provincial Government are fully supportive of this project and it remains a priority for all parties. With the Federal and Provincial funding already approved for this project we don't foresee that this project will be delayed by a change in government.
Where are funds coming from for this project? Is CP paying for a portion?	This project is jointly funded by the City of Edmonton, Province of Alberta, and Government of Canada. Additional funding will be contributed by CP Rail.
Trees / Landscaping / Beautification	
Will there be any public art or landscaping added to beautify the project?	The green space between Kenilworth and 50 Street will be restored after the completion of the project , and the majority of trees will be maintained.

	<p>The City's Percent for Art policy requirements will be followed for this project, whereby 1% of the construction cost will go towards public art. Details on if this will be applied to this project or applied in other ways are to be confirmed as the project advances.</p>
<p>Drainage & Stormwater Facilities</p>	
<p>How are you going to deal with the storm water with the new construction? Will you be routing it to storm water facilities?</p>	<p>Stormwater on 50 Street will generally be split at the peak of the overpass. Drainage for the south basin (i.e. area south of CP rail) will be conveyed and discharged into the combined system on Sherwood Park freeway. Drainage for the north basin will be conveyed to the existing Lambton stormwater management facility.</p>
<p>Are there any issues anticipated as far as grading and drainage along the overpass?</p>	<p>None are anticipated.</p>
<p>Are upgrades planned for the alley between 52 Street and 50 Street to handle any possible drainage issues?</p>	<p>No changes to the alley are planned as part of this project.</p>
<p>Lighting</p>	
<p>Will there be any lights on the overpass?</p>	<p>The lanes on the overpass will be lit by street lights, which will be located in the centre median.</p>
<p>Will light pollution change on 50 Street?</p>	<p>No, the lanes on the overpass will be lit by street lights, which will be located in the centre median and therefore there will be no light extending beyond the illuminated roadway infrastructure.</p>
<p>Construction Logistics</p>	
<p>Is the building on 50 Street and 82 Avenue going to be demolished as part of this project?</p>	<p>No, it will not be impacted by this project.</p> <p>The City has already been in contact with the owners of properties that are impacted by this project.</p>

<p>Where will construction laydowns / storage be located?</p>	<p>The location for the laydown area may change as a result of the work going on during each construction season.</p> <p>The location of the laydown area for 2021 is currently being determined.</p>
<p>There is a significant natural gas pipeline corridor in the area. Has that been factored in?</p>	<p>Yes. Utility relocation will take place in 2021-2022 including the gas line relocation that will be impacted by the project.</p>
<p>Safety</p>	
<p>Bridges over train tracks can become targets for suicidal behaviours. Was this considered, and how will the bridge be made safe for those who might be thinking of taking their own life?</p>	<p>Yes, while preparing the plans, safety measures were an important decision in the design of the overpass. The City's standard pedestrian guardrail will be used on the overpass which is 1.4 metres (approximately 4'7") in height. This meets the requirements for cyclist use, which is higher than the 1.05 metre (approximately 3'5") railing required by code for pedestrians.</p> <p>There is no access for pedestrians to the opening between the bridges over the rail tracks.</p>
<p>Has there been a wildlife impact study for movement in and out of this area?</p>	<p>No wildlife study has been conducted.</p>
<p>Traffic Volume</p>	
<p>What are your projected traffic volume increases over the next 10 years for this corridor with/without the upgrade?</p>	<p>Traffic volume growth projection is independent of the upgrade - numbers are expected to increase with or without modifications, but with increased numbers a decreased level of service would be expected. Current volumes are between 32000 and 35000 Average Annual Daily Traffic with a 1-2% annual increase.</p>
<p>Have you done any surveys to determine how many vehicles per day travel eastbound on 82 Avenue that turn right (southbound) onto 50 Street? Those vehicles will now have to go further east under 50 Street and circle around to</p>	<p>The City recognizes that the change in access for 82 Avenue will result in changes in travel pattern for those who currently use the 82 Avenue / 50 Street connection. The alternative access via 90 Avenue is expected to provide a suitable alternative to this access, though we recognize it</p>

the north to come out at the 90 Avenue intersection and make a left turn.	is not as direct as the current access. Due to the construction of a grade separation for the railway tracks, direct access at 82 Avenue / 50 Street was not viable.
Business Impacts	
Are any of the adjacent businesses being compensated financially for the inconvenience during construction?	Access to all businesses will be maintained during construction. No compensation will be provided.
Design Information Access	
Will the design drawings be available for the public to view on the City's website?	Yes. Visit edmonton.ca/50StreetWidening to view the overpass design and project videos.
An interactive map would be helpful to see all these new connections.	Visit edmonton.ca/50StreetWidening to view the overpass design.
CP Rail	
Besides talking to CP about a staging area for construction, how else have they been involved, or not involved?	The City has been involved in discussions with CP throughout the project planning and design. The City has been working with CP Rail regarding design and construction details related to the grade separation and negotiations related to financial aspects of the project.
Why couldn't we just move the train tracks to deal with this issue at 75 Street and 91 Street as well instead of building a bridge over just 50 Street?	Grade separation of the road and rail at this crossing is more cost effective compared to relocating the entirety of CP.
Other	
While we wait for this project to be completed, when is 34 Street planned to be widened?	There is no plan in the current Capital Budget to widen 34 Street. Notably, the first stage of the 50 Street project will include the construction of a 4 lane detour road alongside existing 50 Street to carry traffic during construction of the grade separation to minimize any displacement impacts to existing users of 50 Street.
How does a company get involved in supporting services for this project?	For more information, please contact the City of Edmonton Project Manager

