



50 Street Widening and Railway Crossing



Public Information Session: May 25, 2022

Question	City Response
Roadway Design	
<p>How will the new three lanes be reduced to two lanes as they head both north and southbound?</p> <p>Will this create a bottleneck?</p>	<p>To better manage traffic flow on this high volume corridor, three lanes are carried between the Sherwood Park Freeway ramps and the 90 Avenue intersection. As these lanes approach the intersections, they develop into dedicated turning lanes as determined by the projected traffic volumes and intersection analysis. The required movements will be clearly delineated by overhead guide signs.</p> <p>The traffic in the two through-lanes in each direction on 50 Street is not impacted by the traffic in the turn lanes as it turns off of 50 Street. Therefore, no bottleneck is created.</p>
Construction Schedule / Timing	
<p>How far behind is this project? It appears that the detour road is not complete and the power lines and posts have not been removed, which was to be finished in 2021.</p>	<p>The project is currently on schedule. The detour road was planned to be ready for the 2022 season.</p>
Residential Neighbourhood Impacts	
<p>Will access into the neighbourhood be impacted at any time during construction?</p>	<p>No. Access into the neighbourhood will be maintained at all times during construction. Note that the connection between 82 Avenue and 50 Street will be permanently closed as a part of the overall project.</p>
<p>Shortcutting is already occurring from 75 Street east along 86 Avenue to 71 Street then south to the Sherwood Park Freeway. How can the City not anticipate more shortcutting to occur?</p>	<p>Extensive studies were conducted and planning undertaken to ensure that shortcutting is not an issue during construction. Two lanes of traffic in either direction will be maintained on 50 Street during construction.</p>

	<p>The City will monitor the situation and explore measures to address shortcutting issues, if required.</p>
<p>The construction will push more cars to shortcut through our neighbourhood, which is already an issue.</p> <p>How will the City stop this shortcutting?</p>	<p>Extensive studies were conducted and planning undertaken to ensure that shortcutting is not an issue during construction. Two lanes of traffic in either direction will be maintained on 50 Street during construction.</p> <p>The City will monitor the situation and explore measures to address shortcutting issues, if required.</p>
<p>People wanting to get to 82 Avenue from 50 Street now go down 56 Street when there is a train. This cuts off access to 82 Avenue and makes people go west into the business area.</p> <p>This won't change when people can turn right and cut through Kenilworth, which will be faster and easier.</p>	<p>At project completion, the existing intersection of 82 Avenue and 50 Street will be closed and will be replaced by a 82 Avenue to 84 Avenue connector under the new overpass. This will be accessed via 90 Avenue from 50 Street. The City will monitor the situation and explore measures to address shortcutting issues, if required.</p>
<p>Once the overpass is complete, residents of Kenilworth will have a concrete structure on the east horizon, as well as be impacted by traffic noise as if they live next to a highway. Is the City of Edmonton aware that this is ruining an entire neighborhood?</p>	<p>The new 50 Street profile ties into the existing elevation of the intersection at 90 Avenue and increases in grade to the overpass crossing of the rail line. This is approximately 10 meters in elevation at the highest 'peak' Depending on where you live, the elevation of 50 Street to the east could range from two to eight meters.</p>
<p>There has been a significant amount of wear and tear put on the alley along the west side of 50 Street during the construction of the temporary sidewalk that runs along the alley. We also have some serious drainage issues in this alley.</p> <p>Are there plans to remediate the damage and shore up the drainage issues along the western border of the site? I worry that the alley will see additional water that flows away from the overpass.</p>	<p>The rehabilitation of the Kenilworth neighbourhood or alleys are not a part of the 50 Street CP Rail grade separation Project.</p> <p>At the completion of the project, the drainage on 50 Street will be contained and captured by gutters and catch basins. No flow will be directed to the alleyway.</p> <p>Based on current condition information for the neighbourhood and alley infrastructure in the area, Kenilworth neighbourhood and alley reconstruction is anticipated to occur in the 8 to 15 years timeframe (approximate), which means</p>

	<p>this work may occur between 2029 and 2036. Infrastructure is routinely assessed and prioritization of rehabilitation work is updated to reflect condition information that is gathered.</p>
<p>When are you going to stop traffic from cutting across the new temporary sidewalk when there is a train? Posts have been erected, but drivers are still cutting through and going down the alley. The posts are too wide and you could drive a tractor through them.</p>	<p>As part of the project, there will be posts with top and bottom railing to prevent drivers from cutting across at this location. The construction contractor is currently investigating a remedy for this.</p>
<p>Shared-use Path / Sidewalk / Crosswalks</p>	
<p>My concern is the height of the railings of the shared-use path. Please ensure they are safe and discourage people from walking or jumping onto the train tracks.</p>	<p>Safety was a key consideration during the design of the overpass. On the approaches, a pedestrian guardrail 1.4m in height will be used. As the height of the roadway embankment and retaining walls increases, the guardrail will transition to a 1.65m tall anti-climb barrier, which will be installed on both sides across the overpass.</p>
<p>With two lanes turning left onto 90 Avenue, traffic will increase. Are there plans to improve the sidewalks and crosswalks in this area? Pedestrian safety is a key concern. Currently there are only flashing lights.</p>	<p>Safe pedestrian movements were considered in the design process. The intersection of 50 Street and 90 Avenue is being reconstructed to include dedicated, signalized pedestrian crossings on the turning ramps.</p>
<p>Traffic Volume</p>	
<p>With this improvement to 50 Street, is there an anticipated increase in traffic along the corridor? If so, will there be road improvements for the length of 50 Street (going north to Baseline Road, 106 Street, the river valley, etc.)?</p>	<p>Traffic volume growth projection is independent of the grade separation; the number of vehicles is expected to increase with or without modifications. With an increase in vehicles, a decreased level of service would be expected. Currently, there are approximately 32,000 to 35,000 cars that travel along 50 Street daily with a 1-2% annual increase.</p> <p>There are no plans to widen 50 Street to the north or south of the project area at this time.</p>

Sound / Noise	
<p>The construction noise is annoying, but the ongoing traffic noise from the overpass will be unbearable to the residents who back onto 50 Street.</p> <p>What is the City doing about that?</p>	<p>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>The construction crews will follow the City of Edmonton's noise bylaws, which define the times that construction can take place during the week.</p>
<p>Is there an expected decrease in noise from the trains themselves after the widening and overpass is done?</p> <p>Will there be less horns, bells, flashing lights?</p>	<p>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>
Project Coordination	
<p>In addition to the 50 Street project, the Kenilworth community will also be in the midst of the Kenilworth Flood Mitigation Project including sewer work and the construction of a dry pond.</p> <p>Expect residents to be very sensitive to all this work in our community.</p>	<p>If residents have any issues or concerns in relation to the project, they can contact City Project Manager, Malika Ali, at malika.ali@edmonton.ca, or Joe Kabarchuk, Alberco Construction Ltd. Project Manager, at jkabarchuk@alberco.com.</p>
Trees / Landscaping / Beautification	
<p>What will happen to all the trees in the green space by the Kenilworth neighbourhood?</p> <p>How will the trees be protected during construction?</p>	<p>The green space between Kenilworth and 50 Street will be restored after the completion of the project with the majority of trees maintained and new trees planted.</p>
<p>What are the enhancements that are planned for the green space?</p>	<p>There will be an increase in green space on either side of the project area, with additional tree plantings, where possible.</p>
Drainage & Stormwater Facilities	
<p>What precautions are being taken to ensure adequate drainage on nearby roadways?</p>	<p>During the design process, the Project Team consulted with Epcor to ensure the design meets the current drainage standards and is able to handle the demands that will be placed on it.</p>

Lighting	
Will the lighting from the overpass be shining into the yards of residents?	The lanes on the overpass will be lit by street lights, located in the centre median. These modern LED fixtures are designed to direct the light and minimize the spread to mitigate light pollution outside the intended area.
<p>The new metal power lines installed on 50 Street are much larger and much less natural-looking than the old wooden ones. Additionally, they are painted a very cold and unwelcoming bluish-grey.</p> <p>It may seem like a small detail, but could the power lines be designed to better blend into the background like the old wooden ones?</p>	The power poles have been selected for use by EPCOR and are a standardized pole that can be seen throughout the city. The poles are tested and proven to be durable in the weather cycle that the city experiences. A synthetic pole is consistent in design and manufacture and would not have the durability and variability of natural materials like wood.
If the lights are on the median, how will the pedestrian and shared-use path be lit?	The lights being installed in the overpass median are designed to illuminate the roadway as well as the shared-use path and sidewalk.
Construction Logistics	
What tender process is in place for contractors that have Indigenous partnerships who may be seeking these opportunities?	<p>The contractor has been already engaged for the 50 Street Widening and Railway Grade Separation project.</p> <p>Those seeking partnerships on other City projects should contact City of Edmonton Procurement. The City of Edmonton is developing an Indigenous Procurement Framework to be considered in future procurements as appropriate.</p>
Business Impacts	
If our power or water is shut off, what is the remediation plan for our businesses?	The goal is to minimize interruptions, however when an interruption to service is necessary, adequate notice will be provided to impacted businesses by the utility provider.
Cashco Financial, New Castle Pub and many other businesses are located in the Gainer Industrial area. These businesses are only accessible via 50 Street.	Access to businesses will be maintained during construction.

Will we continue to have access to our building all throughout construction?	
Design Information Access	
Where can I find that overlay map of the project area?	Visit edmonton.ca/50StreetWidening to view the project images and maps.