

Q1 2025 Major Capital Projects - Traffic Update

PROJECT NAME

50 Street Widening and Railway Grade Separation

SCOPE

- Widening of 50 Street between Sherwood Park Freeway and 90 Avenue, including an overpass of 50 Street over an active CP railway.

STATUS

- Under construction with expected completion in 2026; seasonal work is expected to carry over in 2027.
- The train delay has been eliminated with the opening of the first stage northbound bridge overpass (vehicles no longer need to stop at the rail crossing).
- All north and southbound traffic has been detoured onto the new northbound bridge while the southbound bridge is under construction, removing the conflict with railway crossing delays.

TRAFFIC IMPACTS

- Traffic is currently being accommodated on the new northbound bridge structure (two lanes in each direction) with no train delays (improved level of service).
- Once the new southbound bridge is completed, traffic will be accommodated via three lanes northbound and three lanes southbound. The final configuration will occur by 2026.
- Pedestrians will remain at grade across the railway until the new southbound bridge is completed. The bridge structures have been designed with a new shared-use path (northbound bridge) and sidewalk (southbound bridge).

MITIGATION STRATEGIES

- Detour roads were installed prior to starting construction to allow the same volume of traffic (two lanes in both directions) as existed prior to construction, resulting in reduced construction impacts.
- Construction staging plans were developed during design to help the contractor complete the work efficiently.
- The project was delivered using a collaborative early contractor engagement delivery model, which allowed early contractor involvement in the planning and coordinating work.
- Many utilities and third-party stakeholders/businesses were consulted during design and coordinated to ensure effective installations and service relocation as part of this model.

Attachment 1

PROJECT NAME

50 Street over Whitemud Drive Bridge Rehabilitation

SCOPE

- The 50 Street bridge over Whitemud Drive, which accommodates northbound and southbound traffic as well as pedestrians and cyclists, is scheduled for rehabilitation.

STATUS

- The project is in the construction tender phase.
- Construction is anticipated to start in Q1 2025, with completion anticipated in Q4 2025.

TRAFFIC IMPACTS

- Traffic lanes are planned to be reduced by one lane in each direction on 50 Street during construction; anticipated three (3) northbound lanes and two (2) southbound lanes to remain open.
- A speed reduction (60km/hr) and infrequent short-term lane closures on Whitemud Drive are expected.
- Work is anticipated to commence in spring 2025 with an anticipated completion date of Q4 2025.
- Pedestrian and bicycle impacts: The contractor will maintain full access, and possible diversion through the work zone and dismounting may be required.

MITIGATION STRATEGIES

- Advertisement of closures via social media, City website, roadside signs, and bulletins for adjacent properties.
- Construction staging plans have been designed to help the contractor complete the work efficiently and safely.
- Early tendering of the project provides additional time for the successful contractor to plan work and complete the scope in one construction season.
- A formal detour will not be posted, however, drivers can utilize Roper Road both east and west to 75 Street and 34 Street.

Attachment 1

PROJECT NAME

95 Avenue (163 Street to 182 Street) Rehabilitation and Active Transportation Enhancements

SCOPE

- The work includes:
 - Road reconstruction from 163 Street to 170 Street
 - Asphalt resurfacing from 170 Street to 178 Street
 - Construction of a new shared pathway from 163 Street to 182 Street

STATUS

- The rehabilitation of 95 Avenue, including the installation of a new shared pathway, is scheduled for 2025 (Q2 2025 start and Q4 2025 completion).

TRAFFIC IMPACTS

- The most significant traffic disruption along 95 Avenue will be due to the reconstruction required from 163 Street to 170 Street.
- Traffic disruptions will also occur along 95 Avenue from 170 Street to 178 Street during the road rehabilitation construction.
- This work will be done in phases. A single lane of traffic will be retained at all times in each direction during construction.
- Sidewalks will be disrupted during reconstruction, and pedestrians will be detoured during this time. The south side sidewalk from 170 Street to 182 Street will be disrupted and detoured while upgrading it to a shared-use path.

MITIGATION STRATEGIES

- Measures planned include planned sidewalk detours, pedestrian and cyclist accommodations, and plans to maintain business access.
- Sidewalks will be maintained on one side of the road at all times to ensure a pedestrian corridor remains available during construction.
- Communication regarding planned construction activities is ongoing with business owners.
- ETS provides detour information and engages relevant stakeholders regarding impacted bus routes during construction.

Attachment 1

PROJECT NAME

99 Street Streetscape (Jasper Avenue to 102 Avenue)

SCOPE

- The project scope includes the removal and replacement of the waterproofing membrane on the Milner Library parkade.
- As part of the repair, the project scope also includes provisions for active modes and an extension to the streetscape that adds to the revitalization of the area.

STATUS

- The project design is complete, and construction procurement is underway until the end of January.
- Construction is planned to start in Q2 2025, with completion in Q4 2026.

TRAFFIC IMPACTS

- Staged closure of 99 Street from Jasper Avenue to 102 Avenue.
 - Access to all businesses and parkades will be maintained during construction.
- Total closure to through traffic of Judy Padua Way.
 - Access to all businesses and parkades will be maintained during construction.

MITIGATION STRATEGIES

- Advertisement of closures via social media, City website, roadside signs, and bulletins for adjacent properties.
 - Detailed maps of staging and detours will be provided on the project website.
- Work will be done in several stages to maintain access to the Library parkade, Canada Place, and the other neighbouring businesses.
- Detours have been planned for users; pedestrians and cyclists will be detoured via 100 Street.
- Coordination has occurred with business partners, Library parking management, and the 103A Avenue Pedway project team.

PROJECT NAME

103A Avenue Pedway

SCOPE

- Construction of an underground pedway connecting Churchill LRT Station to Station Lands development north of 104 Avenue, which includes an above-ground pedway entrance north of 103A Avenue.

STATUS

- Construction is ongoing through 2025.

TRAFFIC IMPACTS

- Vehicular traffic:
 - 103A Avenue at 99 Street:
 - Reduced to one lane eastbound and westbound with turning lanes operational.
 - Westbound left turn onto 99 Street southbound will be removed once the north half of 99 Street is closed (anticipated start is May 2025).
 - 99 Street:
 - Full closure of half block between 102A Avenue and 103A Avenue.
 - Full closure of vehicle loop north of 103A Avenue.
- Pedestrian traffic:
 - Access has been maintained with the exception of the following areas:
 - A section of the 99 Street west sidewalk is closed south of City Hall. Access is maintained through City Hall Plaza.
 - The sidewalk on the north side of 103A Avenue is closed from 99 Street to 100 Street. Sidewalk access is maintained by crossing to the south side of 103A Avenue or north to 104 Avenue.
- Bicycle traffic:
 - The protected bike lane along the west side of 99 Street has been rerouted to the shared-use path along the east side of 99 Street.

MITIGATION STRATEGIES

- Construction phasing is staged so City Hall parkade access is maintained.
- On-street signage is posted indicating pedestrian and cyclist detours.
- A pedestrian ramp was added at the northeast corner of City Hall Plaza to maintain accessibility access.
- Access to the CN Tower parkade and breezeway is maintained on 104 Avenue.
- Continuous review of sight lines to traffic signals and other public signage as construction activities evolve.

Attachment 1

PROJECT NAME

107 Avenue Revitalization

SCOPE

- The 107 Avenue Revitalization aims to improve community connections between 101 Street and 122 Street.
- Improvements for the area were identified through the Queen Mary Park and Central McDougall Revitalization Strategy.
- The project includes three main improvements along the corridor:
 - Streetscape enhancement between 101 Street and 122 Street, including pedestrian lighting, street furniture and added greenery
 - Gateway elements: unique features used to define the community and are intended to be visually welcoming
 - Construction of a new park located at 10425 - 107 Avenue. The park includes a plaza, landscaping, seating areas, lighting and child-friendly play space.

STATUS

- Construction is ongoing, with completion planned for Q3 2025.

TRAFFIC IMPACTS

- The 107 Avenue work is planned to occur off-peak with single-lane closures only. No significant impacts to pedestrians are expected.
- The park construction includes the removal of the sweeping right-hand turn lane at 107 Avenue and 105 Street (removal of the separated right turn).
 - The movement will be reinstated in a different configuration (simple right turn without an island).

MITIGATION STRATEGIES

- Advertisement of closures via social media, City website, roadside signs, and bulletins for adjacent properties.

PROJECT NAME

132 Avenue Reconstruction (Fort Road to 127 Street)

SCOPE

- The work includes reconstruction from Fort Road to 127 Street, including roads, sidewalks, street lights, Low Impact Development (LID) facilities, active transportation and traffic calming elements along the entire corridor.

STATUS

- 132 Avenue East (Fort Road to 97 Street)
 - Construction is complete between Fort Road and 66 Street, with minor landscaping components to continue in 2025
 - Construction will commence on the next phase of the corridor between 66 Street and 82 Street in the spring of 2025
- 132 Avenue Renewal West (97 Street to 127 Street)
 - Construction is complete between 97 Street and 113A Street
 - Construction will commence on the next phase of the corridor between 113A Street and 121 Street in the spring of 2025

TRAFFIC IMPACTS

- Each phase of the project will be closed to all vehicle traffic.
- Planned road closures for 2025 include the sections of 132 Avenue between 66 Street and 82 Street, as well as between 113A Street and 121 Street.
- Edmonton Transit Service (ETS) and school buses are detoured around road closures.
- Pedestrian accommodations are maintained at all times during construction.

MITIGATION STRATEGIES

- Detour signs are placed throughout the adjacent neighbourhoods to assist in navigating the road closures.
- Pedestrian accommodations are maintained; the sidewalk is open on one side of the road at all times to ensure a pedestrian corridor remains available during construction.
- Business accesses are maintained, and communication is ongoing with business owners regarding planned detours.
- ETS provides detour maps and engages relevant stakeholders regarding impacted bus routes during construction.
- Edmonton Public and Catholic school boards and school bus service providers are kept informed about the road closures and provided with a detour map and alternative access information during construction.
- Temporary traffic calming measures are implemented on adjacent residential streets to manage the traffic volumes along these roads.

PROJECT NAME

Capital Line South LRT Extension

SCOPE

- 4.5 kilometre LRT extension from Century Park Station to the Heritage Valley Transit Centre and Park & Ride, including an LRT underpass at 23 Avenue and 111 Street, two new LRT stations, two new bridges and a new Operations and Maintenance Facility south of Anthony Henday Drive.

STATUS

- Design-Build contract was awarded to Capital Line Design-Builders Ltd. in May 2024.
- Early works construction (utility relocations, site preparation) is nearing completion.
- Major construction will start along the alignment in early 2025.

TRAFFIC IMPACTS

- A major traffic lane shift occurred at the intersection of 23 Ave and 111 Street in November 2024 and will be in place for approximately two years. All traffic lanes and turning bays remain open but have been shifted to the northeast.
- 111 Street between 12 Avenue and 19 Avenue - closure of the west side shared-use path. Pedestrian detour to the Blackmud Creek Pedestrian Bridge located east of the 111 Street roadway bridge. Tentatively scheduled to start in Spring 2025.
- 111 Street between Anthony Henday Drive and 12 Avenue - traffic reconfiguration. Two lanes northbound and two lanes southbound will be maintained. Periodic closure of sections on 12 Avenue. Tentatively scheduled to start in Spring 2025.
- 111 Street and Anthony Henday Drive—various shoulder closures will be implemented along on-ramps, off-ramps, medians and Anthony Henday Drive. They are tentatively scheduled to start in late Spring 2025.
- Various periodic single-lane closures along the LRT alignment.
- 111 Street and Blackmud Creek - EPCOR anticipates relocating utilities north and south of Blackmud Creek in Spring 2025. Localized traffic and pedestrian impacts are expected.

MITIGATION STRATEGIES

- On-street signage is posted indicating the traffic lane shift at 23 Avenue and 111 Street. The speed limit through the intersection has been reduced to 40km/hr.
- As traffic, pedestrian and shared-use path impacts occur, signage will be posted indicating alternative routes/detours.
- Continuous review of sight lines to traffic signals and other public signage as construction activities evolve.

Attachment 1

PROJECT NAME

Dawson Bridge Rehabilitation

SCOPE

- This project includes the design and construction of the structural rehabilitation of Dawson Bridge to extend its service life.
- The current repairs are designed to maintain sufficient service levels.

STATUS

- Detailed design is expected to be finalized in Q2 2025
- Construction procurement is planned for late Q2 2025.

TRAFFIC IMPACTS

- The bridge may require night-time or weekend closures to accommodate the steel strengthening; the scope and scale of traffic impacts are not known at this time and will be determined in Q2 2025 after the detailed design is complete.
- Construction activities will require the closure of one sidewalk at a time; active mode users will be directed to use the sidewalk on the other side of the bridge.

MITIGATION STRATEGIES

- Advertisement of closures via social media, City website, roadside signs, and bulletins for adjacent properties.
- Signage will be utilized when sidewalks and pathways are closed to inform cyclists and pedestrians of detour routes.

Attachment 1

PROJECT NAME

Imagine Jasper Avenue (114 Street to 124 Street)

SCOPE

- Imagine Jasper Avenue involves the reconstruction of Jasper Avenue from 114 Street to 124 Street to address the deteriorating condition of the avenue and to extend the existing streetscape work that was completed between 109 Street and 114 Street.

STATUS

- The design is complete.
- Construction procurement is underway.

TRAFFIC IMPACTS

- Lane closures will be required to facilitate construction activities but will not include a complete closure of the road.
- The current plan is to conduct the work in phases, with completion in 2027.
- Each phase involves reducing traffic on Jasper Avenue to one lane in each direction, with left-turning lanes at intersections.
- Results from the traffic modelling suggest the traffic impacts on Jasper Avenue will be localized with modest traffic delays during peak periods.
- Signal timings will be adjusted as much as possible to minimize delays for east/west traffic.

MITIGATION STRATEGIES

- Traffic flow will be provided by maintaining one through lane in each direction with left-turning lanes at intersections.
- Coordination is ongoing with the Valley Line West LRT team; modelling has shown the minor incremental impact of the two projects happening simultaneously.
- Communications ahead of construction will include:
 - pre-construction information newsletters to residents and businesses
 - construction bulletins to all residents in/near the area
 - project webpage update
 - Public Service Announcement / social media
 - Building Edmonton signage and website update
 - pre-construction open house is planned after a contractor is on board
 - 311 script updates

Attachment 1

PROJECT NAME

Low Level Bridge (Southbound) Rehabilitation

SCOPE

- This project involves structural rehabilitation and repairs of the southbound Low Level Bridge to extend the service life for an additional five to seven years; no aesthetic improvements are planned. This work is being done to extend the life of the bridge while planning for the decommissioning of the structure is completed.
- Due to the extensive nature of repairs required to reinstate the north-south sidewalk on the west side of the southbound structure, including an assessment of the estimated cost to undertake these repairs, this sidewalk will remain permanently closed. Alternate pedestrian accommodation exists on the northbound bridge.

STATUS

- Detailed design is being finalized.
- Construction is anticipated in 2025.

TRAFFIC IMPACTS

- Rehabilitation will require a full closure of the southbound Low Level Bridge.
- Traffic will be rerouted to 98 Avenue Eastbound (James MacDonald Bridge).
- The current estimate is four months to complete the rehabilitation work; performing the work in winter could extend the duration of the rehabilitation.

MITIGATION STRATEGIES

- Traffic modelling included analysis of the impact of bridge rehabilitation on the roadway network. While several options were explored, full closure of the southbound structure with detouring traffic to the existing network was preferred.
- Pedestrian and cycling traffic will continue to utilize the shared-use pathway on the northbound bridge.
- Advertisement of closures via social media, City website, roadside signs, and bulletins for adjacent properties. Information shared will include additional context regarding the scope and nature of the repair work. Trail signage is planned to be posted during construction.

Attachment 1

PROJECT NAME

Terwillegar Drive Expressway (Stages 1, 2, and 3)

SCOPE

- Stage 1: includes widening Terwillegar Drive to four lanes in each direction (three for motor vehicles and one for transit), intersection upgrades, bus stops, a shared-use path on the east side of Terwillegar Drive; and additional naturalized landscaping.
- Stage 2: upgrades to Terwillegar Drive/Whitemud Drive interchange, widening and upgrades to the Rainbow Valley Bridges, Transit priority measures including dedicated bus lanes, and two new pedestrian bridges over Whitemud Drive and along Rainbow Valley Bridge
- Stage 3: Widening and construction of a parallel bridge structure at the Terwillegar Drive / Anthony Henday Drive interchange

STATUS

- Stage 1 - complete
- Stage 2 - currently in construction with completion planned for Q4 2026.
- Stage 3 - currently in a combination of design and construction.
 - Pregrading the earthworks for the interchange is currently planned for 2025, and the work is continuing to finalize the design and prepare tender documents for the main contract, which is expected to start in Q3 2025.

TRAFFIC IMPACTS

- Stage 1
 - Complete (3 lanes in-service in each direction along Terwillegar Drive corridor)
- Stage 2
 - Two lanes are maintained in each direction with speed reduced to 60 Km/hr between 122 Street and 53 Avenue. Intermittent weekend closures will be required to support girder erection activities for Rainbow Valley Bridge (eastbound) and the 142 Street Pedestrian Bridge.
 - The trail through Rainbow Valley Road and over Whitemud Creek remains open to pedestrians and cyclists.
- Stage 3
 - Minimal impact anticipated to traffic in 2025 to accommodate pregrading earthworks.

MITIGATION STRATEGIES

- Advertisement of closures via social media, City website, roadside signs, and bulletins for adjacent properties.

PROJECT NAME

Valley Line West LRT

SCOPE

- Valley Line West is 14 kilometres consisting of 47 lane kilometres of roadway reconstruction, 28 track-kilometres of new LRT infrastructure, two elevated LRT stations, and 14 street-level LRT stops.
- Work also includes the construction of a Light Rail Vehicle (LRV) Operations and Maintenance facility in southeast Edmonton and a secondary LRV storage facility in Lewis Farms.
- Marigold Infrastructure Partners (MIP) was awarded the contract and signed the project agreement in late 2020.

STATUS

- MIP has developed a construction strategy for 2025 with a goal to complete the vast majority of roadwork by the end of November 2025.
- The two roadway sections that will not be completed in 2025 include 102 Avenue from 102 Street to 107 Street (full closure in 2025) and 87 Avenue from 163 Street to 178 Street. This work will be completed in 2026.
- MIP intends to complete the majority of roadwork in three phases throughout 2025, which will result in significant traffic restrictions at key intersections and along one roadway corridor.
 - Phase 1 (April-July):
 - 104 Avenue corridor (106 Street to 121 Street).
 - Stony Plain Road at 124 Street (full closure).
 - Stony Plain Road at 156 Street.
 - 87 Avenue at Meadowlark Road.
 - Phase 2 (July-September):
 - 104 Avenue corridor (106 Street to 121 Street).
 - Stony Plain Road at 142 Street.
 - 95 Avenue at 156 Street.
 - Phase 3 (September-November):
 - 104 Avenue corridor (106 Street to 121 Street).
 - Stony Plain Road at 149 Street.

TRAFFIC IMPACTS AND MITIGATION STRATEGIES

- See IIS02745 Valley Line West 2025 Roadway Construction Options and Impacts - Report.

Attachment 1

PROJECT NAME

Wellington Bridge Replacement (102 Avenue east of 132 Street)

SCOPE

- Wellington Bridge has reached the end of its serviceable life and will be demolished and replaced with a new structure with a widened sidewalk and shared pathway.

STATUS

- Due to the deteriorating condition, the replacement work must start in 2025.
- Detailed design, including preparation of tender drawings and documents, is underway.
- Demolition of the existing bridge is planned to begin in late summer 2025.
- The project completion and in-service date are planned for Q4 2026.

TRAFFIC IMPACTS

- 102 Avenue will be closed between Wellington Crescent and Churchill Crescent in late 2025, at which point the existing bridge will be removed. Commuting traffic will be required to use alternate routes, including River Valley Road, 100 Avenue/Victoria Park Road, Stony Plain Road, 107 Avenue, and 111 Avenue.
- Pedestrians, cyclists and transit buses will also be required to detour from 102 Avenue to alternate routes.

MITIGATION STRATEGIES

- Monitoring and maintenance activities for the Wellington Bridge, including adjustments to the bracing and scaffolding system, have been ongoing over the past several years to extend the bridge life and to mitigate the risk that the timing of bridge replacement would overlap with the LRT bridge construction on Stony Plain Road over Groat Road.
- The current plan is to close 102 Avenue between Wellington Crescent and Churchill Crescent in late 2025 once the majority of the LRT intersection restrictions are completed to minimize the duration of any overlapping work.
- Efforts have been undertaken to minimize work on other corridors parallel to 102 Avenue, including 107 Avenue west of Groat Road.
- Transit detours will be put in place during construction. One frequent bus route will be impacted (Route 2), which will be redirected to 142 Street, 107 Avenue and 124 Street. Additional travel time will need to be added to accommodate the detour. In addition, On-Demand service is proposed for Glenora to provide transit service coverage for passengers beyond 600m walking distance to 142 Street or 124 Street.
- Once the existing bridge is demolished, and for the duration of construction of the new bridge, pedestrians and cyclists will be detoured away from the construction zone. Pedestrians and cyclists traveling along 102 Avenue will be redirected north and those traveling along the MacKinnon Ravine trail will be required to remain on that

Attachment 1

path given that the trail north towards Wellington Bridge will be closed.

- A detailed trail detour plan is in development and detour signage will be placed to provide notice to users of alternate paths available.
- Communications will include advertisement of closures via social media, City website, pre-construction public information session, roadside signs, and bulletins for adjacent properties.

Attachment 1

PROJECT NAME

Yellowhead Trail (St. Albert Trail to 97 Street)

SCOPE

- The Yellowhead Trail (St Albert Trail to 97 Street) project includes the removal of direct access to and from Yellowhead Trail at 127 Street, 124 Street, 121 Street, and 107 Street, including the construction of two new interchanges. Additionally, the scope of the project includes significant upgrades to the drainage system and improvements to the City's active mode transportation network.

STATUS

- The project is nearing the completion of the pre-construction phase. Of note, approximately \$100 million of preliminary work has been awarded during the pre-construction phase to maintain the critical path for the overall construction schedule for the project. The work includes utility relocations, building demolitions, road detours and bridge piling to facilitate the construction of the 127 Street and 115 Street Interchanges.

TRAFFIC IMPACTS

- For the duration of construction, major traffic delays on Yellowhead Trail from St. Albert Trail to 97 Street (in both directions) and the supporting road network at St. Albert Trail, 127 Street, 121 Street and 97 Street are expected.

MITIGATION STRATEGIES

- General Traffic Requirements include;
 - Maintain emergency access at all times.
 - Maintain access to area businesses at all times.
 - Maintain pedestrian movement corridors at all times.
- Traffic Requirements for Yellowhead Trail include;
 - Maintain a minimum of two lanes of traffic in each direction on Yellowhead Trail between the hours of 06:00 and 22:00
 - Maintain one lane of traffic in each direction on Yellowhead Trail between the hours of 22:00 and 06:00.
 - Modifications to any existing turning movements on Yellowhead Trail require approval through TMP/TAP submissions.
- Traffic Requirements for St. Albert Trail, 127, 121, 107 and 97 Street
 - Maintain full lane capacity in each direction unless otherwise coordinated and approved by Traffic Operations.
 - Maintain one lane of traffic in each direction between the hours of 22:00 and 06:00 (09:00 on weekends).
 - Maintain all existing turning movements on and off the roadways unless otherwise coordinated and approved by Traffic Operations.

Attachment 1

- 121 Street must be at full lane capacity before reducing 107 Street to the ultimate design of a single lane in each direction. All movements at 121 Street are to be maintained until 127 Street can provide alternates.
- Traffic Requirements for 133, 129, 128, 126, 125, 124 and 123 Streets and Yellowhead Trail Service Roads
 - Maintain one lane of traffic in each direction at all times.
 - Isolated instances of one-way traffic may be permitted to complete the work with the approval of the Traffic Operations.
 - Maintain all existing turning movements on and off the roadways unless otherwise coordinated and approved by Traffic Operations.
 - All movements at 124 Street are to be maintained until 127 Street can provide alternates.