

Commonly Asked Questions

Q: Who is doing the construction?

A: Early works construction along 111 Street is being managed by EllisDon. However, a different group of companies will be hired in early 2024 to start building the major components of the LRT extension (stations, tracks, bridges, Operations and Maintenance Facility, etc). This group of companies is referred to as the main Design-Build contractor.

Q: What will happen to the berm in Skyrattler?

A: The majority of the berm must be removed to make way for the LRT tracks, shared-use path and LRT underpass at 23 Avenue. A 1.5–1.8 metre high retaining wall will be built to keep the remaining berm in place, and will help minimize noise and visual impacts of the train for property owners in this area.

Q: Was an Environmental Assessment completed for the project?

A: Yes, this was completed in 2019. The study looked at the project's effects on soils, vegetation, wetlands, fish and wildlife and how the effects would be mitigated. Local wildlife are generally mobile and capable of adapting to changing conditions. Tree removals are not expected to cause harm, as these animals can move within the area and away from affected locations.

Q: How many trees need to be removed for this project?

A: Approximately 500 trees need to be removed. Once construction is completed, approximately 1,000 new trees will be planted. The Design-Build contractor is required to pay for every tree removed, so they are motivated to save as many trees as possible.

Q: Will there still be a shared-use path along 111 Street with access to Blackmud Creek?

A: Yes, there will be a shared-use path along the west side of 111 Street between 9 Avenue and Century Park with access to Blackmud Creek. The path will be part of the new LRT bridge over the creek. During construction, there may be times when sections of the shared-use path are temporarily closed.

Q: Will Ellerslie Road be grade-separated from the LRT tracks in the future?

A: This has yet to be determined, as Phase 1 of the project does not cross Ellerslie Road. In May 2023, City Council directed Administration to prepare a cost analysis for future construction of a grade-separated Ellerslie Road between 127 Street and 135 Street so that Council can review estimated costs for grade separation. A decision about grade separation will be made at a future date that has yet to be determined.

Q: Most Edmontonians drive a car, so why is the City continuing to build LRT?

A: Our city is expected to grow from 1 million to 2 million residents over the coming decades. Many Edmontonians rely on public transit to get to work, school and appointments. If public transit is not expanded, traffic congestion will continue to worsen. The LRT network will also provide a direct connection to every hospital in Edmonton.

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Edmonton

Capital Line South LRT Extension

Edmonton

PHASE 1

Summer 2023

Project Update

This bulletin provides project background, project schedule, scope changes, early works construction overview and commonly asked questions. Please remember some project details will continue to change as the project progresses, including concept renderings.

STAY INFORMED

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DID YOU KNOW?

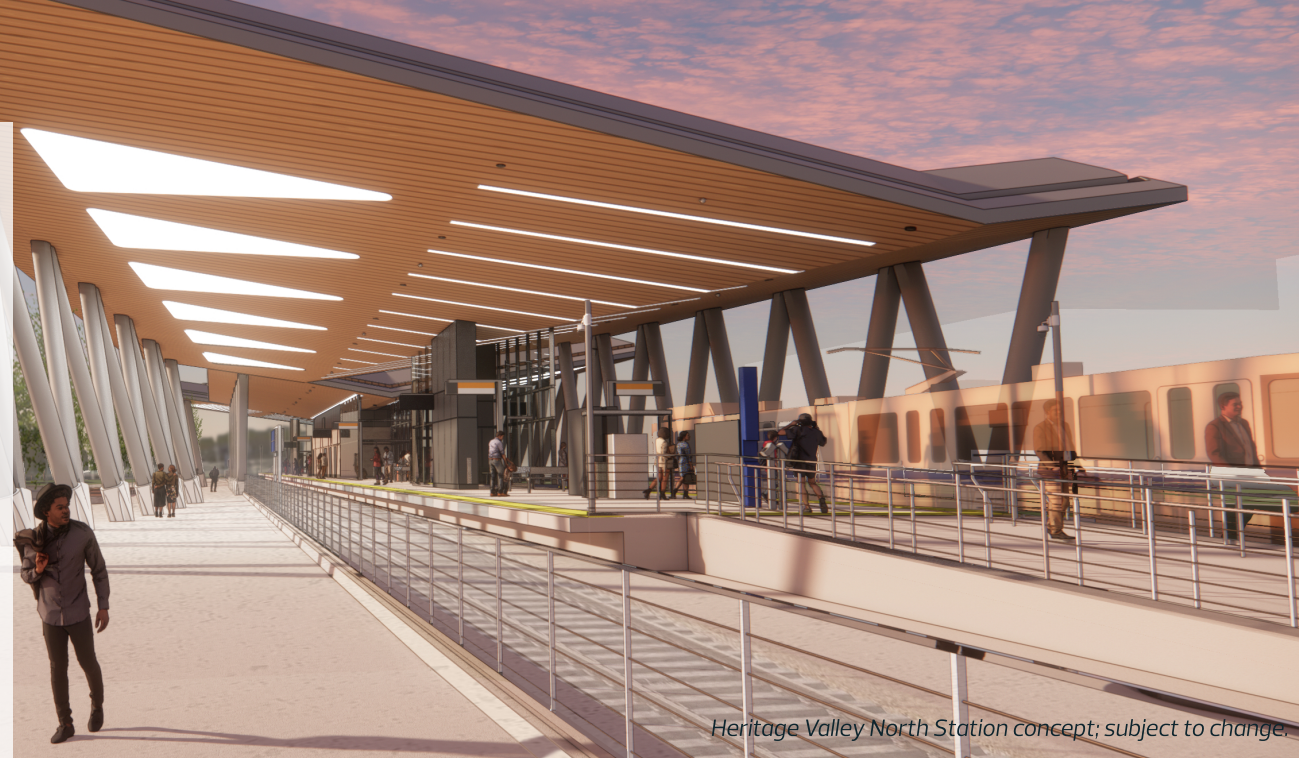
The City Plan sets the strategic direction for the way Edmonton grows, from its mobility systems and open spaces, to employment and social networks, touching on most aspects of life in Edmonton. The City Plan charts out what Edmontonians need to do together to grow, adapt and succeed. To learn more, visit edmonton.ca/cityplan

Blackmud Creek LRT Bridge concept (west side of 111 Street); subject to change. Renderings are conceptual only; **subject to change** by Design-Build contractor.

Project Background

Capital Line South Extension (Phase 1) is a 4.5 kilometre, high-floor LRT extension along the west side of 111 Street including:

- + An LRT underpass at 23 Avenue
- + Two new LRT bridges
- + Two new LRT stations
- + A new Operations and Maintenance Facility
- + New Light Rail Vehicles



Heritage Valley North Station concept; subject to change.

Project Scope Updates

The original cost estimate for the project was prepared in 2020 reflecting the stable marketplace at that time. Since then, economic challenges associated with COVID-19, inflation, supply chain disruptions and labour availability have impacted the original cost estimate. Due to this, Administration needed to assess the project to align the scope and estimated costs with available funding, while still maintaining the vision of the project. The scope changes below were approved by City Council on May 16, 2023:

HERITAGE VALLEY NORTH STATION

This station will be built at-grade north of Ellerslie Road. Phase 1 construction ends at this station and does not cross Ellerslie Road.

HERITAGE VALLEY PARK AND RIDE

Park and Ride expansion to 1,900 parking stalls has been deferred to a future project. There are currently 1,100 parking stalls available.

LIGHT RAIL VEHICLES (LRVs)

The number of LRVs purchased will be reduced to meet minimum service requirements and spares.

OPERATIONS AND MAINTENANCE FACILITY (OMF)

The OMF will have reduced storage capacity for trains and an adjusted interim light maintenance area.



Anthony Henday Drive LRT Bridge concept; subject to change.



Twin Brooks Station concept; subject to change.

Early Works Construction

Early works construction is underway along 111 Street to prepare the alignment for the main Design-Build contractor to start major construction in 2024. Early works construction mainly consists of:

- + Utility relocations (EPCOR, ATCO, Telus, Bell, Shaw)
- + Construction of a lift station at the NE corner of 23 Ave (for LRT underpass)
- + Median removals at/near 23 Ave to help with traffic flow
- + Select tree removals where necessary, in conjunction with City Forestry
- + Public impacts (lane closures, pedestrian detours, noise, dust, vibration, etc.)

For a more comprehensive list of early works, visit edmonton.ca/capitalsw

ADVANCED LEFT TURN SIGNAL AT 9 AVENUE

The City has heard concerns from some Twin Brooks residents about traffic challenges on 111 Street for northbound motorists turning left at 9 Avenue. As part of the Capital Line South project, and in response to resident feedback, an advanced left turn signal was installed in **June 2023** to help motorists turn left into Twin Brooks.

Visual Screen Wall along 111 Street

On May 16, 2023, City Council defeated a motion that proposed a concrete or brick visual screen wall. The final material for the wall has not yet been selected. The project team is looking into whether or not there are alternative materials that are the same quality and cost of wood; more exploration is needed.

TIMING OF VISUAL SCREEN WALL CONSTRUCTION

Construction will not occur in 2023. The main Design-Build contractor for the project will be selected in early 2024, and they will determine the timing of visual screen wall construction. Affected property owners will be informed of timing and details once more clarity is known.

Project Schedule

