

Report to Infrastructure and Corporate Services Committee

To: Chair and Members
Infrastructure and Corporate Services Committee

From: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure

Subject: 2025 Renew London Infrastructure Construction Program
and 2024 Review

Date: April 9, 2025

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN**,

- a) the following report concerning the 2025 Renew London Infrastructure Construction Program and 2024 Review **BE RECEIVED** for information; and
- b) the 2025 Local Road Reconstruction Project, Nashua Avenue, **BE EXEMPTED** from Active Mobility Policy 349 and constructed without a new sidewalk.

Executive Summary

This report provides Committee and Council with an overview of the 2024 Renew London Construction Program, highlights major City construction projects planned for 2025 and outlines potential schedule and budget pressures being monitored for the year ahead.

Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Corporate Strategic Plan by contributing to the following strategic areas of focus;

- Mobility and Transportation:
 - Identifying the building of infrastructure that provides safe, integrated, connected, reliable and efficient transportation choices.
- Climate Action and Sustainable Growth:
 - London's infrastructure and systems are built, maintained, and operated to meet the long-term needs of the community.

Analysis

1.0 Background information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – April 15, 2020 – 2020 Renew London Infrastructure Construction Program
- Civic Works Committee – March 29, 2022 – 2022 Renew London Infrastructure Construction Program and 2021 Review
- Civic Works Committee – February 22, 2023 – RFT-2022-311 Dedicated Locate Services Contract Award - Irregular Result
- Civic Works Committee – March 21, 2023 – 2023 Renew London Infrastructure Construction Program and 2022 Review
- Civic Works Committee – March 19, 2024 – 2024 Renew London Infrastructure Construction Program and 2023 Review

1.2 Context

The Renew London Infrastructure Construction Program supports the sustainability of London's infrastructure by addressing lifecycle needs, system improvements, and growth priorities through the construction of roads, bridges, bike lanes, sewers, water systems, sidewalks, and intersections.

The annual Renew London program includes transportation infrastructure that provides safe, integrated, connected, reliable and efficient mobility choices. These projects make London's roads safer for all users, encourage more emissions-free travel and leverage existing investments to connect to more people and places. The program also includes necessary underground work, replacing sewers, watermain and utilities and providing growth-ready servicing connections to support intensification and the City's housing commitments.

Each year, the Renew program coordinates annual capital construction projects to ensure efficient infrastructure delivery. The program is carefully planned to minimize construction hot spots and parallel impacts on transportation corridors, reducing disruptions for the public.

2.0 Discussion and Considerations

2.1 Review: 2024 Renew London Infrastructure Construction Program

2024 Construction Program Overview

The 2024 Renew London Infrastructure Program constructed many projects to expand and improve City of London infrastructure. 2024 featured key transportation improvement projects that have enhanced road safety and improved traffic flow for motorists, cyclists, pedestrians, and transit users. Last year also included maintenance and expansion of underground storm, sanitary, and water infrastructure, either as standalone projects or integrated with planned transportation work where feasible.

Overall, projects tendered in 2024 included the reconstruction of 63 lane kilometres of road, 9 kilometres of sanitary and storm sewers, and 5 kilometres of watermain. The cycling network expanded by 5 kilometres in 2024, which included filling long-standing gaps in the network.

While this report typically spotlights the large, impactful projects, it is important to also celebrate the annual investment in local neighborhood streets across the city. The 2024 Local Road Reconstruction Program and Infrastructure Renewal Program rebuilt close to 30 neighbourhood streets. These projects are usually triggered by poor road conditions but will incorporate coordinated underground infrastructure renewal as needed. These projects are a critical part of maintaining the City's infrastructure gap.

The City also has several important stormwater management (SWM) projects on the go. SWM management projects are essential to strengthening climate resiliency across the city. With stronger and more intense storms becoming more frequent, SWM projects are critical to mitigating flooding risks and protecting London's infrastructure.

The infrastructure renewal list is dynamic, with project scopes and schedules subject to change throughout the year. This can result in some projects being deferred while others are advanced through late-season tenders. The original 2024 construction plan was valued at \$270 million, but after deferring the Bradley Avenue Extension and the Sunningdale Avenue and Richmond Street Intersection projects to 2025, \$245 million in projects proceeded to contract award. Meanwhile, an additional \$34 million in projects were added, including Springbank Dam decommissioning, Hyde Park SWM Facility and the Highbury Bridge widening.

Appendix A provides an update on the 2024 Top 10 infrastructure renewal list and highlights some noteworthy projects from last year.

2024 Contract Carryover Work into 2025

As with every construction season, some 2024 construction projects include planned carryover work and finishing touches to be completed in the spring. This typically involves surface work such as the top layer of asphalt, installation of permanent pavement markings and deficiency repairs. While these finishing elements were included in 2024 tenders, they are often completed the following year to optimize material placement in better weather and minimize settlement issues. The top coat of asphalt will be placed on 13 kilometres of road in 2025.

Each project is unique, and project teams start with a good sense of the anticipated duration, impacts and potential challenges. However, there are multiple factors that can affect a project's schedule. Many projects involve replacing or upgrading underground infrastructure and there is always a chance for the unexpected when working underground. The following projects experienced unforeseen schedule impacts resulting in additional carryover work into 2025:

- East London Link Phase 3C (Highbury Avenue North)
- East London Link 3A West (Dundas Street)
- Elizabeth Street Infrastructure Renewal Project
- Oxford Street West and Gideon Drive Roundabout

Setting achievable schedules within construction tenders is essential, especially for large, complex projects. Clear schedule expectations and staging requirements provide contractors with a solid foundation when preparing their bids. The 2024 Renew program included several multi-year tenders, with the projects awarded in 2024 but contractually scheduled for completion in 2025 or 2026. Based on current progress, approximately \$125 million in previously awarded work is expected to be completed this year for the following multi-year projects:

- Colonel Talbot Road Upgrades
- York Street Reconstruction
- Wellington Gateway - Clark's Bridge Widening
- Wellington Gateway Phases 3 and 4
- East London Link – Highbury Bridge Widening
- Mudcreek Improvements
- Springbank Reservoir 2 Remediation

All carryover work will be coordinated with the 2025 construction program to ensure conflicts with projects in nearby areas are mitigated.

Winter Work

Some of the 2024 multi-year projects have continued work over the winter months, while others paused at the end of the year and will resume in the spring, which is what most Londoners are used to. This winter has seen an increased number of large, multi-year projects and necessary carryover work. When possible, the City explores opportunities to advance carryover work during the winter. Each project is reviewed based on the nature of work to be completed and the ability to ensure roads remain safe and accessible for snow removal and commuters.

Where practical, winter work can help bring multi-year projects ahead of schedule or help catch up projects that encountered unforeseen schedule impacts in year one. The Colonel Talbot Two Lane Road Upgrade project was able to complete the temporary bypass road before asphalt plants closed in the fall, enabling the contractor to continue sewer work through the winter and keep the project ahead of schedule. After both the Dundas Street and Highbury Avenue phases of East London Link encountered utility conflicts that could not have been foreseen by City Staff, work continued through the winter to reduce the amount of carryover work to be completed in 2025. The Springbank Reservoir 2 Remediation project is well underway in its 2.5 year long, all-season continuous pour, requiring over 12,000m³ of concrete to complete the reservoir structure.

Budgets and Schedules

The Construction and Infrastructure Services (CIS) team takes great pride in delivering London's annual construction program on time and on budget. To support this, the team uses tools to actively monitor schedules and budget metrics throughout construction with clear and defensible contract documents and engaged project management. Project Management Dashboards track and monitor construction project progress against the established budget and estimated working days to ensure all invoices are paid in accordance with prompt payment legislation requirements.

Contracts also include a contingency to account for typical issues or change orders that can pop up in any project, often related to unforeseen underground conditions and utility coordination complications. Project teams annually monitor the use of contingency funds across all projects. With several large, complex projects underway, contingency usage remains effective throughout 2024. While both the number and value of contingency use have decreased compared to 2023, change orders as a percentage of contract value increased slightly from 3.8% in 2023 to 4.3% in 2024. However, this increase is primarily due to a single, high-value change order to expand the project scope to add the repaving work on Adelaide St from Dundas St to Elias St into the Adelaide Underpass project. Excluding this change order would adjust the change order percentage to 3.5%. Unused contingency funds are returned to program budgets once the projects are closed out to support additional infrastructure renewal projects in future years.

With the scale of London's annual construction program, there can be projects that encounter budget impacts exceeding the available contingency due to challenges that could not have been anticipated by the contractor, consultant, or the City. However, at the conclusion of 2024, nearly all projects remain within the contract budget.

Project budgets are being closely monitored for just a few key projects as they complete carry over work in 2025, including the Oxford Street West and Gideon Drive Roundabout project, and the Lyle and Elizabeth Infrastructure Renewal Project. The project teams are considering all options to keep these projects within budget and will follow the requirements of the Procurement of Goods and Services Policy should additional funds be required at a later date.

2.2 2025 Renew London Infrastructure Construction Program

2025 Construction Program Overview

The City is committing approximately \$170 million in tendered work for 2025. Combined with an estimated \$125 million in carry-over projects from 2024, this is set to be another record-breaking year for construction investment.

London continues to be one of the fastest growing Cities in Canada and 2025 includes some large development charge supported projects, along with provincial and federal funding to support that growth. Some of these projects include Phase 4 of East London Link on Oxford Street, Sunningdale Avenue and Richmond Street Intersection, and Bradley Avenue Extension.

The \$170 million to be tendered in 2025 will include the reconstruction of 61 lane-kilometres of road, the replacement or addition of 11 kilometres of sanitary and storm sewers, and 9 kilometres of watermain rebuilds. Over 25 intersection improvements will be constructed to address safety concerns in growing areas. More than 11 kilometres of new bike lanes and 10 kilometres of new sidewalk will be added and about 16 kilometres of existing sidewalks will be replaced. Expanding cycling and sidewalk infrastructure will improve safety, connectivity and accessibility while supporting the Climate Emergency Action Plan.

In addition, 4.6 kilometres of watermain and 11.4 kilometres of sewers will be relined without having to dig trenches. These trenchless programs accomplish the goals of upgrading the infrastructure while allowing for significant capital cost avoidance and minimized social impact to residents and businesses by avoiding open cut construction.

This year, the City's Municipal Housing Development team will service a former elementary school site for redevelopment into a mixed-use, mixed-density residential community. This three-hectare project will include 250 meters of new road and servicing to support 242 affordable residential units and a public park block. This project aligns with the City's Housing Roadmap, which targets 3,000 new affordable housing units by 2026 to expand housing options and reduce homelessness and is a key part of the Whole of Community Housing response.

Communications efforts on the overall 2025 construction program and targeted communications on specific projects are either already underway or will be launched very soon. While the 2025 projects have been scheduled to minimize disruptions to traffic, commuting around the city will be impacted. Residents are encouraged to plan ahead and exercise patience when traveling around construction zones.

Downtown Construction

The Downtown core has experienced ongoing construction impacts since 2018, beginning with Dundas Place and York Street Phase 1. This was followed by the Richmond Street reconstruction in 2019, the Dundas Thames Valley Parkway Connection, and the Downtown Loop. Construction continues with the York Street Sewer Separation project still in progress. There has been a lot of work in the area, but once finished, these projects combined will have rebuilt 25 blocks of downtown streets revitalizing more than 5 kilometres of road allowance. Underground, these projects also upgraded sewer, water and utility infrastructure including the replacement of more than 2 kilometres of combined sewer from the 1800's, helping to support growth and improve the health of the Thames River.

The York Street and Wellington Street infrastructure renewal is a multi-year project extending into 2025 and 2026. Work will resume first on the block between Clarence Street and Wellington Street. Due to the depth of underground construction, it is not feasible to keep York Street open to traffic. This summer, work will extend into the Wellington Street intersection, requiring a full closure for 50 days from Canada Day to Labour Day. During this period, coordinated repairs to the rail underpass and tie-in work from the Rapid Transit Wellington Gateway project will be completed, eliminating the need for multiple closures.

The London Downtown Sewer Capacity Expansion will increase sanitary capacity to accommodate upstream development and intensification, supporting the creation of many housing units and replacing a 90-year-old siphon under the Thames River that is at the end of its useful life. While this project will have minimal impacts within the road allowance, there will be impacts to Ivey Park and Mitchell A. Baren Park for the full phase of construction.

In addition to the ongoing work on York Street, the core will see final touches on the Central Avenue Bike Lane project, a new cycling project on Ridout Street and the rebuild of traffic signals on Richmond Street at Oxford Street and Pall Mall Street.

Traffic Signal Upgrades

There is a long list of traffic signals due for lifecycle maintenance across the City and this year's Renew list includes 25 proposed intersection improvements. These projects are more targeted and quicker to complete than other major roadwork but can still have a significant impact. The work typically requires lane reductions and intermittent sidewalk closures, though it is staged where possible to avoid impacting all four quadrants of the intersection at once. Teams coordinate efforts to minimize overlapping project impacts where feasible. Some key intersections that may have a more noticeable impact this year include Oxford Street at Richmond Street, Oxford Street at Summit Avenue, Wonderland Road at Springbank Drive and Southdale Road at White Oak Road.

Mobility Policy 349

The 2025 Local Road Reconstruction Program (LRRP) includes one project on a street without existing sidewalks. Nashua Avenue is scheduled for reconstruction this year due to poor road conditions; however, it is not part of an approved Neighborhood Connectivity Plan. The preliminary design is underway, but adding a sidewalk presents significant grading challenges and potential impacts on driveways, trees, and parking. After reviewing feasibility and connectivity needs, staff recommend exempting this street from Mobility Policy 349 and proceeding without a sidewalk.

Rapid Transit Update

The three rapid transit projects that Council has prioritized implementing are:

- The Downtown Loop
- The East London Link
- and to the south, the Wellington Gateway

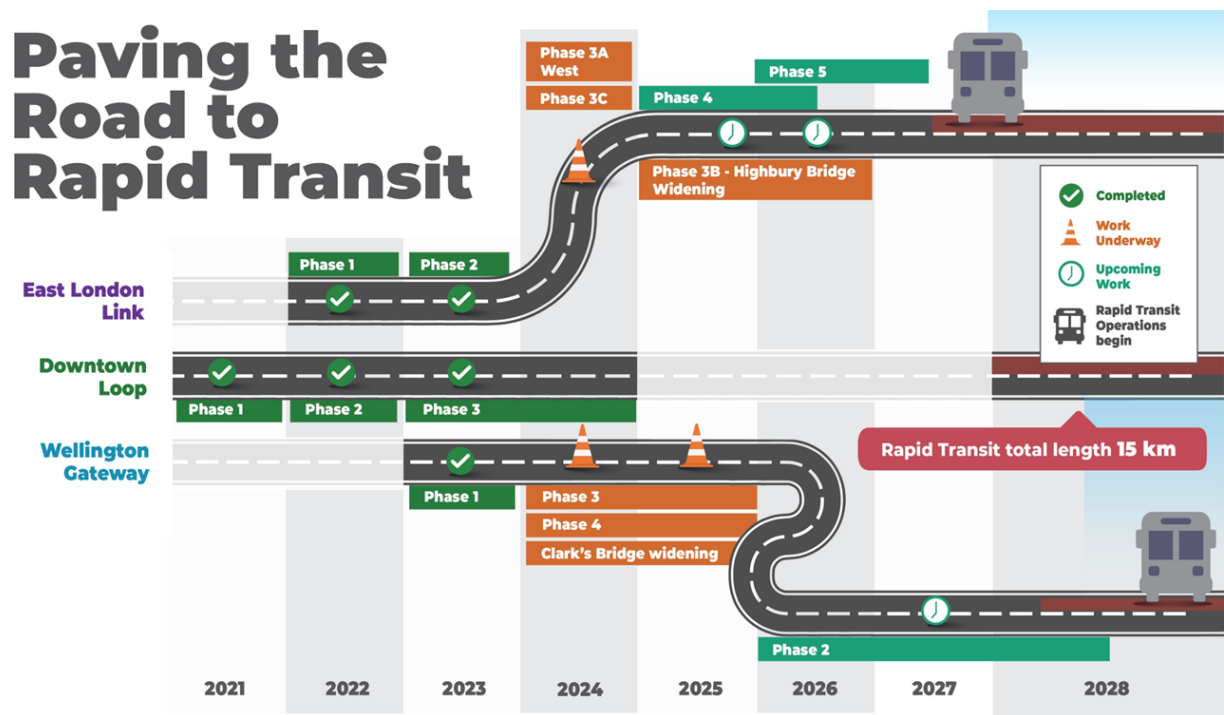
These three projects alone represent approximately \$454 million of work and have contributions of \$167 million from the Federal and Provincial Governments and **\$246 million** in Development Charges contributions.

The Federal and Provincial dollars are tied to an established funding schedule in which 15 kilometres need to be built in about 7 years. The scale and complexity of the rapid transit construction projects is unprecedented and 2024/2025 will be the busiest years for rapid transit with six contracts tendered in 2024, four of which are multi-year projects. Planning and awarding contracts in overlapping phases uses available construction time more efficiently, ensuring continuous progress across multiple fronts.

It is easy to focus on the impacts of rapid transit construction and overlook the progress that has been made. Significant achievements have been made for rapid transit in London with more rapid transit construction now behind us than ahead of us.

- Downtown Loop construction started in 2021 and all the major works along the corridor have been completed, including red paint and transit signals. Buses began to fully utilize the dedicated lanes around the loop in early 2025. Transit shelter installation is currently underway.
- East London Link Phases 1 and 2 have been completed, with red paint and permanent pavement markings. Phase 3 is currently underway, and Phase 4 starts construction in 2025. Phase 5 is anticipated to be built in 2026.
- Wellington Gateway Phase 1 will be completing final touches in 2025. Phases 3 and 4 are underway at the south end of Wellington Road and will wrap up in 2026. Clarks Bridge Widening is also in its second year. Phase 2, which includes the S-curve and Commissioners Road intersection, is planned for construction in 2026 and 2027.

The following graphic illustrates the current progress of rapid transit implementation.



Above: picture showing milestones completed and scheduled according to year for all three rapid transit projects

2025 Renew Top 10 List

The Top 10 Construction Projects are selected each year to highlight the importance and impact of the upcoming year’s work. Appendix B captures details of the 2025 Top 10 projects.

The top projects for 2025 involve areas across London. The Downtown Sewer Capacity Expansion Project replaces a 1935 sanitary siphon that has reached the end of its useful life and will increase capacity of the sanitary sewer system by removing a significant bottleneck in the sewer system.

The Sunningdale Road and Richmond Street Intersection Improvement Project will create traffic impacts for motorists in north London but will also widen Sunningdale Road from 2-lanes to 4-lanes through the intersection, add additional turning lanes and construct new in-boulevard bike paths and pedestrian sidewalks.

There are also many other essential underground road and underground infrastructure upgrades and continued improvements to the cycling network throughout the city. Visit london.ca/roadconstruction to learn more about the 2025 infrastructure projects and to view an [interactive story map](#) of this year’s Top 10 Construction Projects.

2.3 Emerging Construction Industry Pressures

London and Ontario’s construction industry is undergoing significant change due to evolving standards, legislation, and market conditions. Civic administration continuously monitor these shifting factors to manage potential impacts on budgets, schedules, and resources. While it is difficult to forecast exact challenges for the 2025 season, the team stays informed on industry trends and applies risk mitigation strategies to help manage disruptions and financial pressures, allowing for more flexible and responsive planning.

General Pressures

Security of Construction Sites

Security measures for construction sites are evaluated on a case-by-case basis. Security costs may be included as a cash allowance in construction contracts or, if needs arise post-award, added through a change order. Neighbourhood and arterial road projects outside the downtown core typically do not require heightened security. The contractor maintains care and control of the site, monitoring and addressing any

issues. Project teams also continue to collaborate with Coordinated Informed Response (CIR) when responding to social issues in and around construction sites.

Encampments Near Construction Sites

The City, in collaboration with community outreach partners, remains committed to a compassionate approach in supporting individuals living unsheltered near construction sites. Ahead of project start dates, City teams engage directly with encampment residents to facilitate safe relocation. CIR teams initiate early communication to inform individuals about upcoming construction and the need to move. When required, they assist with cleanup and transportation of belongings to a safer location. Ensuring safety and access to appropriate resources remains a top priority.

Schedule Pressures

Infrastructure renewal and growth projects continue to grow in complexity, requiring coordination among servicing partners, utility providers, and specialized sub-trades. These factors, along with innovative design elements, can influence project timelines, often extending work across a full construction season and into the following spring for final touches. In addition, ongoing challenges such as supply chain disruptions, labour shortages, and industry capacity constraints may further impact construction schedules in 2025 and beyond. Monitoring these pressures remains essential to maintaining project timelines and minimizing delays.

Supply Chain Challenges

Global supply chain issues continue to present risks for 2025, impacting the supply of equipment, steel, aluminium and plastic products, electronics and other necessary materials. It is critical that successful contractors are provided as much time as possible to order project materials to reduce the impacts of supply chain concerns. Pre-ordering materials can be an option for some specialized equipment, but most capital projects require the contractor to prepare shop drawings and source materials, which delays the purchase until the contracts are awarded.

Utility Coordination

When planning roadworks, the City coordinates with private utilities within the road allowance to either relocate affected infrastructure or align their independent lifecycle needs while the project area is disturbed. Third party utilities are engaged early and throughout the design process to identify needs and assess the feasibility of addressing them through advance make-ready work or integration into the project tender.

While this is a collaborative process, working with underground infrastructure often presents unexpected challenges. Unforeseen utility needs, conflicts or delays can significantly impact project schedules. The City continues to promote collaboration and coordination between municipal and utility infrastructure programs, seeking opportunities to complete third-party work in advance where possible and minimize the scheduling risks associated with integrating utility work into City contracts.

Industry Capacity

New tenders combined with planned carryover work add up to another record-breaking year for construction in the City of London. Funding contributions from other levels of government continue to drive multiple large rapid transit contracts on top of the usual slate of critical infrastructure renewal and growth projects. It will be important to monitor and coordinate across projects, particularly later in the season when multiple jobs will be looking for temperature-dependant asphalt, concrete, and pavement-marking work to complete or stabilize projects prior to freeze-up.

Traffic Controls for Intersection Work

When construction affects a signalized intersection, the Highway Traffic Act requires either a paid duty officer for traffic control, or a full closure. Project teams typically coordinate with London Police to secure an off-duty officer, minimizing disruption to traffic, nearby residents, and transit.

However, with record-high construction volumes and Police resource constraints, officers are not always available. This can delay construction schedules, as activating traffic signals requires the coordinated scheduling of several parties (contractor, City's traffic signal maintenance contractor, consultant staff, city staff and off-duty police). A full intersection closure may be considered as a last resort if adapting construction plans to accommodate a daytime activation is not feasible without significant schedule or cost implications. Ideally, full closures are completed during off-peak hours to minimize disruptions.

Budget Pressures

City staff continue to closely monitor economic pressures influencing project budgets and project teams were successful in minimizing budget exceedances for 2024.

Material Costs

Price fluctuations continue to be observed for items such as steel, copper, aluminum, lumber, paper products, electronics, plastics, utilities, and fuel. Tender bid prices may also increase due to late or uncertain construction start dates associated with supply chain delays. Tendering early can create a competitive bidding environment and provides contractors more time to preorder materials with longer lead times.

The City is monitoring the ongoing trade dispute with the United States and the potential impacts on the construction program. In the interim, the construction program is proceeding as planned. Additionally, Council has directed a review of the City's procurement policy to better support Canadian businesses and strengthen the resilience of the local economy.

Late Season Construction Costs

The schedule pressures outlined above could delay the critical path of construction projects, potentially pushing more work later into the construction season or creating additional carryover work in the following year. This may also lead to the potential for additional charges if contractors need to perform work too far into the cooler fall or winter months. While cleanup and deficiency work in the spring are common, pushing larger components of the contract to the following year can have direct project costs and prolonged impacts on residents and businesses.

2.4 Delivering Construction Excellence for London

Construction and Infrastructure Services (CIS) provides leadership as a Corporate "centre of excellence" around construction. The Construction Administration and Major Projects teams within CIS oversee the delivery of the City's annual capital construction program, ensuring safe, reliable infrastructure and supporting growth through increased capacity. Project teams are focused on delivering capital construction projects in compliance with project plans while fostering a culture of safety, innovation, engagement, collaboration, and respect.

The Core Construction Program, established in 2018, has expanded to support construction projects citywide and continues to improve upon the way the City approaches construction projects and communicates with businesses and residents. Some specialized construction projects are administered by their design teams and so Construction Administration has developed Project Management tools such as dashboards, checklists, and templates to support consistent, successful construction project management across Environment and Infrastructure. A new Construction Communications Framework is being developed to support the Renew London program

with improved clarity and consistency in the communications tactics required to support different sizes of project and help in the communication planning ahead of a project.

This annual Renew London report is more than a review of the current and previous years' infrastructure construction programs. It also provides an opportunity to highlight the construction mitigation, customer service and communication strategies applied to support Londoners through construction.

Strategies to Mitigate Construction Impacts

Projects around the city do not happen in isolation. Rather, the City's various project teams work closely together to ensure that construction projects are coordinated, and overall traffic impacts are mitigated and managed. The Renew London project teams take a wholistic approach to everything from communications to traffic calming, wayfinding, and coordination of early works.

Throughout the busy construction season, representatives from divisions across the City, London Transit Commission and private utilities meet weekly to discuss any works or events requiring lane restrictions or a full closure to protect parallel corridors and detour routes.

In 2024, record construction levels, particularly in the core, brought significant traffic changes for all road users. Project teams continue to prioritize business relations, public engagement, and stakeholder outreach to address urban construction challenges. Traffic control plans are established at project onset, with detour signage and multi-channel communications – Public Service Announcements, emails, social media, and direct outreach – helping road users navigate changes. In the core, City-branded wayfinding signs further assist pedestrians in safely moving through construction zones.

Key mitigation strategies also include maintaining pedestrian access with Accessibility for Ontarians with Disabilities Act (AODA) considerations, ensuring deliveries and property access, and installing courtesy wayfinding signage to support navigation. Security measures have also been strengthened to protect City and contractor property.

Communications and Customer Service Strategies

In 2024, the City continued to prioritize strong communications efforts to support local businesses and keep Londoners informed during construction, especially in the core area.

In partnership with the core area Business Improvement Area (BIA) – and guided by direct communications and valuable feedback – the project team continued to leverage communications tools and resources to keep businesses, residents and the general public engaged and informed about the projects directly impacting them. From having dedicated, on-the-ground business relations coordinators, to enhancing wayfinding signage and digital communications, project teams apply a variety of traditional and digital tactics to support businesses through construction. Enhanced radio advertising, social media and promotional signs continue to be key tools in 2025 to promote commercial areas.

Maintaining safe and respectful construction sites for everyone is also important. Construction is challenging and rewarding work for all on-site personnel, consultants, and City project managers and it is important to take a “we are all in this together” approach when it comes to helping Londoners have a better Construction experience. Project teams support residents and businesses by keeping everyone informed and providing tips for getting around construction sites safely.



Above: A cartoon showing construction site with vehicles, bikes and pedestrians and caption for Londoners to be kind when navigating around construction sites

Conclusion

The Renew London Construction Program helps maintain the sustainability of London’s infrastructure through a combination of road, bridge, bicycle, sewer, water, sidewalk, and intersection improvements. The annual program is planned to address asset needs for infrastructure lifecycle renewal while at the same time ensuring that the growth requirements of the community are met in a timely manner.

2024 was a successful construction season with a portfolio of tendered projects totalling approximately \$279 million. Last year’s construction included several multi-year contracts and projects impacted by unforeseen schedule delays, resulting in an unprecedented volume of carryover work for completion in 2025. As a result, some projects utilized winter work, where feasible, to either advance the schedule or mitigate delays encountered in year one. Budget-wise, all projects remain on track, with only a few requiring monitoring as they complete their spring carryover work.

The 2025 proposed construction portfolio is currently estimated at just over \$170 million. Combined with an estimated \$125 million in carry-over work from 2024, this is set to be another record-breaking year for construction investment. Emerging market conditions and new regulations will continue to impact project schedules and budgets. While predicting the effects of global and local pressures on the 2025 construction season is challenging, the team is actively monitoring industry trends and prioritizing flexibility and mitigation strategies to respond effectively.

A robust communications plan for the overall 2025 program has already begun and targeted plans for individual projects are either underway or launching shortly.

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Submitted by: **Jennie Dann, P.Eng., Director, Construction, and Infrastructure Services**

Recommended by: **Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure**

Appendix A – 2024 Renew construction program top 10 list and project highlights
Appendix B – 2025 Renew construction program top 10 list

APPENDIX A – Update on the 2024 Renew construction program Top 10 list

The chart below looks back at the Top 10 City projects identified for 2024 and provides an update on the status and tendered contract amount.

Project	Tendered contract amount (millions)	Status
Adelaide Street North Underpass	\$60.2	<u>Completed</u> : 3-year project All lanes of Adelaide Street North were opened in 2024 through the underpass. Minor restoration work and landscaping is expected in 2025.
Super Wellington – Welington Gateway Phase 1 and Downtown Loop Phase 3	\$28.5	<u>Completed</u> : 2-year project Top coat and minor restoration work completed in 2024. Permanent traffic signals now activated. Installation of new bus shelters to be completed in 2025.
Clarks Bridge Widening – Wellington Gateway	\$18.3	<u>Ongoing</u> : 2-year project Concrete box girders installed to widen the bridge. Roadworks extending to Watson Street in 2025. Project completion end of 2025 with top coat asphalt in 2026.
East London Link Phase 3 (Dundas Street East, and Highbury Avenue North)	\$28.4	<u>Carryover</u> : Two 1-year projects Both encountered schedule impacts. Work progressed through winter for completion in 2025.
Victoria Bridge Replacement (Ridout Street North)	\$22.8	<u>Completed</u> : 3-year project The bridge, Thames Valley Parkway and Thames Park tennis courts were fully opened in 2024
York Street and Wellington Street Infrastructure Renewal	\$15.6	<u>Ongoing</u> : 2-year project Work continuing on Clarence Street to Wellington Street block and extending into the Wellington Street intersection. Some year one schedule impacts may push completion into 2026.
Fanshawe Park Road and Richmond Street	\$14.7	<u>Completed</u> : 2-year project Richmond Street work completed in 2023; Fanshawe Park Road completed in 2024 with minor restoration work in 2025.
Sunningdale Road and Richmond Street Intersection Improvements	\$7.5	<u>Deferred</u> : 2-year project Project now tendered and preparing to start spring 2025 for completion in 2026.
Colonel Talbot Road Upgrades	\$17.6	<u>Ongoing</u> : 2-year project Progress continued over the winter and on track for 2025 for completion with top coat asphalt in 2026 .
Wellington Gateway Phases 3 and 4	\$56.4	<u>Ongoing</u> : 3-year project Progress continuing over the winter of 2024/2025 for completion of top coat asphalt and median Rapid Transit infrastructure in 2026.

2024 Project Highlight: Adelaide Street North Underpass

The Adelaide Street North Underpass was a complex multi-year project. Reconstruction of Adelaide Street North from Elias Street to 80m north of McMahan Street, as well as Central Avenue from William Street to Elizabeth Street started in Spring 2022. The project was substantially complete in 2024 with minor restoration and landscaping anticipated for completion in Fall 2025 mostly involving restoration of park amenities in McMahan Park and completion of active transportation components.

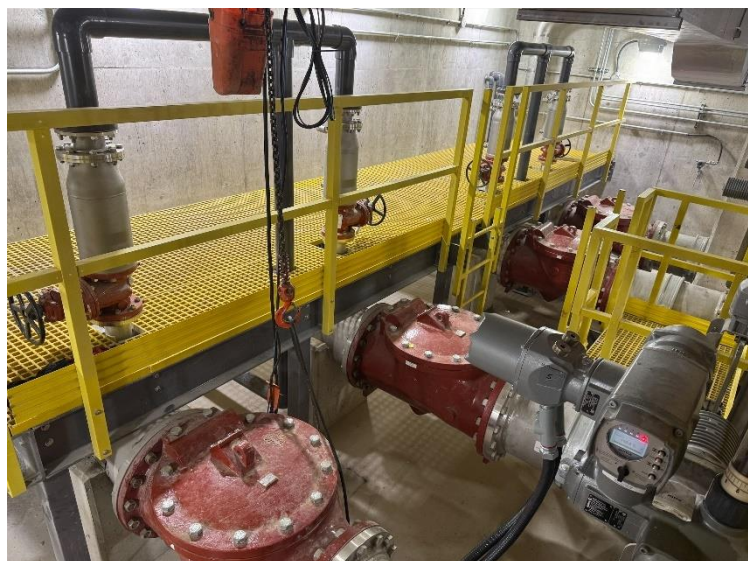
This legacy project was fully open to traffic in 2024 carrying over 24,000 vehicles every day having eliminated decades of train-related delays on Adelaide Street North. As part of this project, a new pump station was built to protect the underpass from flooding. The project brings:

- improved safety and reduced cut-through traffic into nearby neighbourhoods
- improved active transportation through the area
- As well as benefits for emergency service vehicles and transit reliability

This multi-year project represents almost \$60 million in construction costs.



Above: Aerial view of the Adelaide Underpass open to traffic in all directions.



Above: Pictures of the four large pumps within the pump station that protect the underpass from flooding.

2024 Project Highlight: Victoria Bridge Replacement

Victoria Bridge is now open to all users for north and south travel along Ridout Street across the Thames River. The City of London began construction on Ridout Street in 2022 to replace the 96-year-old bridge and to meet local travel demands and better integrate active transportation. As the fifth structure to be installed across the Thames River at this site, the new bridge design includes several climate change features to increase resilience to and withstand the impacts of climate change, such as flooding, into the future.

The new “through arch” structure features a wider deck surface to better accommodate traffic, bicycles, and pedestrians and will improve connectivity with the Thames Valley Parkway. As part of the project, the Thames Valley Parkway, was widened on the north side of the river and the tennis courts in Thames Park have been reconstructed.



Above: An aerial view of the new Victoria Bridge (looking south) during community celebration.



Above: A view of community members on top of the bridge celebrating the opening of the bridge in summer 2024.

Rapid Transit Shelters

In January 2025, the City of London begin the installation of multiple rapid transit shelters at various locations across the rapid transit corridors.

Nearly a dozen new rapid transit shelters are to be installed by summer 2025, including five locations downtown, five sections along the East London Link corridor, as well as some stops on Wellington Street as part of the Wellington Gateway project. Installation of the rapid transit shelter structures began at the Ontario Street and King Street (southbound) stop and continue along King Street, Queens Avenue and Wellington Street.

Shelter structures will be built first, followed by work to add electrical, lighting, and other amenities over the subsequent weeks.

Target locations:

- Ontario Street at King Street (southbound)
- King Street at Wellington Street
- Wellington Street at King Street
- Queens Avenue at Clarence Street
- Queens Avenue at Ridout Street North
- King Street at Burwell Street (eastbound and westbound)
- King Street at Adelaide Street (eastbound and westbound)
- Wellington Street at Horton Street (northbound and southbound)

About London's rapid transit shelters

Passenger seating area, route information, security cameras, enhanced lighting, and tempered glass are a few key features of the new rapid transit shelters.

Stops have been designed to accommodate large passenger loads and frequent transit operations while providing comfort and safety for everyone.

Each rapid transit shelter will feature an obelisk to serve as a landmark feature and wayfinding element to help identify the location of a rapid transit stop.



Above: A photo of London's first rapid transit shelter at Ontario Street (northbound) and the newly installed curbside bus-only lanes.

APPENDIX B – 2025 Renew Construction Program List and Top 10

The 2025 City’s Top 10 Construction Projects are selected each year to provide an overview of the upcoming year’s work and impacts. City staff have identified the Top 10 projects that will take place during the 2025 construction season.

The Top 10 are selected based on the following criteria:

- Scope of work (e.g., complete utility and sewer rebuild, asphalt resurfacing)
- Construction duration
- Location in relation to other nearby projects and the expected future benefits
- Road classification
- Road user impact
- Transit impact
- Impact to neighbours
- Proximity to events, schools, community centres, parks, cycle routes
- Economic impact and Government funding
- Supply chain exposure
- Excess Soil



Above: An infographic picture showing 2025 Renew London statistics.

2025 City’s Top 10 Construction Projects

The chart below looks back at the Top 10 City projects identified for 2025 and provides an update on the status and tendered contract amount.

Project	Tendered contract amount (millions)	Status
Clark’s Bridge Widening – Wellington Gateway	\$18	<u>Ongoing</u> : 2024 Tender 2.5-year project
East London Link Phase 3	\$63	<u>Ongoing</u> : 2024 Tenders Two 1-year projects with carryover work plus Highbury Bridge 2.5-year project
East London Link Phase 4	\$26	<u>New</u> : 2025 Tender 2-year project
Wellington Gateway Phase 3 & 4	\$56	<u>Ongoing</u> : 2024 Tenders 2.5-year projects
York & Wellington Infrastructure Renewal	\$16	<u>Ongoing</u> : 2024 Tender 2-year project with carryover anticipated into year 3.
London Downtown Sewer Capacity Expansion Project	\$15	<u>New</u> : 2025 Tender 2-year project.
Sunningdale Road & Richmond Street Intersection Improvement	\$8	<u>New</u> : 2025 Tender 2-year project
Adelaide Street North Bridge Rehabilitation	\$4	<u>New</u> : 2025 Tender 2-year project
Colonel Talbot Road Upgrades	\$18	<u>Ongoing</u> : 2024 Tender 2-year project
Bradley Avenue Road Reconstruction	\$30	<u>New</u> : 2025 Tender 2-year project

The following project key maps highlight each of the 2025 Top 10 Projects.

1

Clark’s Bridge Widening – Wellington Gateway

(Wellington Road from just north of the Thames River to Watson Street)



Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$18M

Public Transit Infrastructure Stream (PTIS)

Benefits: : Improved mobility, connectivity to transit, active transportation improvements, streetscaping and water and sewer infrastructure upgrades to accommodate future growth.

- Temporary sidewalk closures
- LTC route and stop impacts
- Bike path restrictions
- Phased road and lane restrictions



Website: getinvolved.london.ca/wellingtongateway




Above: Clark’s Bridge Widening – Wellington Gateway

2

East London Link Phase 3

(Highbury Avenue North from Oxford Street to the north of the Highbury overpass, and Dundas Street between Egerton Street and McCormick Boulevard)



Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$63M

Public Transit Infrastructure Stream (PTIS)

Benefits: Improved mobility, connectivity to transit, active transportation improvements, streetscaping and water and sewer infrastructure upgrades to accommodate future growth.

- Temporary sidewalk closures
- LTC stop impacts
- Lane restrictions



Website: getinvolved.london.ca/eastlondonlink



Above: East London Link Phase 3

East London Link Phase 4



Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$26M

Public Transit Infrastructure Stream (PTIS)

Benefits: Improved mobility, connectivity to transit, active transportation improvements, streetscaping and water and sewer infrastructure upgrades to accommodate future growth.

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



Website: getinvolved.london.ca/eastlondonlink



Above: East London Link Phase 4

Wellington Gateway Phases 3 and 4

(Wellington Road Wilkins Street to Harlech Gate and between Harlech Gate and Wellington Commons Entrance)






Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$56M

Public Transit Infrastructure Stream (PTIS)

Benefits: Improved mobility, active transportation, connectivity to transit, streetscaping and water and sewer infrastructure upgrades to accommodate future growth.

-  Temporary sidewalk closures
-  LTC route and stop impacts
-  Phased road and lane restrictions



Website: london.ca/wellingtongateway



Above: Wellington Gateway Phase 3 and 4

York Street & Wellington Street Infrastructure Renewal




(Wellington Street from York Street to just north of Horton Street and York Street from Clarence Street to Wellington Street)



Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$16M

Benefits: Replace aging infrastructure that has met its expected lifecycle, and to remove existing combined sewers. Streetscape improvements and sidewalk replacement.

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



Website: getinvolved.london.ca/york



Above: York Street and Wellington Street Infrastructure Renewal




London Downtown Sewer Capacity Expansion Project



Work Type: Underground infrastructure upgrades

Tender: \$15M (estimate)

Benefits: The project will reconstruct the sanitary sewer siphon at the forks of the Thames River increasing the capacity of the sanitary sewer system while accommodate upstream development and intensification, supporting the creation of future housing units.

-  Ivey Park closures
-  Mitchell A Baran Park closure
-  TVP impacts



Website: getinvolved.london.ca/downtown-sewer-capacity



Above: London Downtown Sewer Capacity Expansion Project

Sunningdale Road & Richmond Street Intersection Improvements




(Sunningdale Road from Villagewalk Boulevard to Redford Road, and Richmond Street from Villagewalk Boulevard to Uplands Drive)



Work Type: Municipal Infrastructure Improvements

Tender: \$8M

Benefits: Upgrade underground infrastructure and construct new in-boulevard bike paths and pedestrian sidewalks. The work includes widening Sunningdale Road from 2-lanes to 4-lanes through the intersection, and adding additional turning lanes to improve maneuverability.

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



Website: getinvolved.london.ca/sunningdalerichmond



Above: Sunningdale Road and Richmond Street Intersection Improvements




Adelaide St North Bridge Rehabilitation



Work Type: Bridge rehabilitation

Tender: \$4M

Benefits: The project will rehabilitate the Adelaide Street North Bridge over the Thames River to extend the bridge service life by 30 years, while adding active transportation facilities to enhance walking and biking in the area.

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



Website: getinvolved.london.ca/adelaidebridge



Above: Adelaide Street North Bridge Rehabilitation

Colonel Talbot Road Upgrades

(Colonel Talbot Road between Southdale Road West and James Street)



Work Type: Municipal Infrastructure Improvements

Tender: \$18M

Benefits: Converting Colonel Talbot Road from the current 2-lane rural road with ditches and gravel shoulders, to a 2-lane urban road with concrete curbs and gutter. Install new sidewalks and streetlights, boulevard bike paths, landscaping features and pedestrian crossovers.

- Temporary sidewalk closures
- LTC stop impacts
- Lane restrictions



Website: getinvolved.london.ca/colonel-talbot



Above: Colonel Talbot Road Upgrades

Bradley Avenue Road Extension



Work Type: Road Extension and Upgrade

Tender: \$30M (estimate)

Benefits: The project will extend Bradley Avenue from Wharncliffe Road South to the west leg of Jalna Boulevard to create a 4-lane 'complete street' with sidewalks, in-boulevard bike lanes, streetlighting and landscaping to support all modes of transportation and development in the area. Road upgrade of existing Bradley from 2 to 4 lanes between White Oak Road and the west side of Jalna boulevard

- Temporary sidewalk closures
- LTC stop impacts
- Lane restrictions



Website: getinvolved.london.ca/bradley-ave



Above: Bradely Avenue Road Reconstruction