

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: 2026 Renew London Infrastructure Construction Program and
2025 Review

Date: April 20, 2026

Recommendation

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

- a) the following report concerning the 2026 Renew London Infrastructure Construction Program and 2025 Review **BE RECEIVED** for information; and
- b) the 2026 Local Road Reconstruction Program streets, Highland Heights and Barons Court **BE EXEMPTED** from active Mobility Policy 349 and constructed without new sidewalk.

Executive Summary

This report provides Committee and Council with an overview of the 2025 Renew London Construction Program, highlights major City construction projects planned for 2026 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 – March 29, 2022 – 2022 Renew London Infrastructure Construction Program and 2021 Review
- 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
- Infrastructure and Corporate Services Committee – April 9, 2025 – 2025 Renew London Infrastructure Construction Program and 2024 Review

1.2 Context

Renew London delivers the City's annual infrastructure construction program, coordinating road, bridge, water, sewer, sidewalk, cycling, and intersection improvements across London. This work maintains and renews existing infrastructure, improves safety and mobility, and supports the city's continued growth.

Each year, dozens of construction projects are carefully planned and sequenced across the city. Coordinating this work helps reduce overlapping construction impacts and limits disruption for residents, businesses, and commuters.

Much of this work happens below the surface, including replacing aging watermains and sewers, upgrading utilities, and installing growth-ready services to ensure infrastructure can support new homes, businesses, and intensification. At the same time, above-ground improvements such as safer intersections, better transit infrastructure, sidewalks, and cycling connections help create a more accessible and connected transportation network.

As London grows and climate pressures increase, demand on infrastructure continues to rise. By 2051, London's population is expected to reach nearly 740,000 people. Renew London investments help ensure infrastructure keeps pace with this growth and continues to serve the community reliably.

2.0 Discussion and Considerations

2.1 Review: 2025 Renew London Infrastructure Construction Program

2025 Construction Program Overview

The 2025 construction season focused on delivering a large and complex infrastructure program across the city. Work included the completion of major projects, the advancement of several multi-year initiatives, and continued investment in core infrastructure renewal.

A major milestone was the completion of the Adelaide Street Rail Underpass, which received the 2025 Municipal Engineers Association Award. Several arterial corridor restorations and major intersection upgrades were also completed, along with a new roundabout and progress on multiple bridge projects. At the same time, Rapid Transit construction remained at peak levels along several of London's busiest corridors.

Many of the projects highlighted in the 2025 program were multi-year contracts. Some were initiated in 2024 and continued through 2025, while others began construction last year and will continue over future construction seasons. Together, these projects reflect the scale and complexity of the City's current infrastructure investments.

In total, projects tendered in 2025 included the reconstruction of 61 lane kilometres of road, 11 kilometres of sanitary and storm sewers, and 9 kilometres of watermains. The cycling network expanded by 11 kilometres, including projects that filled several long-standing gaps in the network.

Investment in neighbourhood streets also continued through the Local Road Reconstruction and Infrastructure Renewal programs. In 2025, 30 neighbourhood streets were tendered for reconstruction across the city. These projects are typically triggered by deteriorating road conditions and often include coordinated replacement of underground infrastructure such as watermains and sewers. Maintaining local streets remains a key part of addressing the City's infrastructure renewal needs. Pavement condition data is collected on a rotating four-year cycle and used to support a data-driven, risk-based approach to prioritizing projects.

2025 Tendered Construction Value

Infrastructure construction planning is dynamic, and the value of projects tendered in a given year can change as projects advance toward construction. Schedules may shift due to factors outside the City's control, such as agency permits, property requirements, or coordination with railways and utilities. As a result, some projects may be deferred while others are advanced if they are ready to proceed. In addition, early projections are based on pre-tender cost estimates, and final contract values may vary once projects are tendered and tested by the construction market.

The initial 2025 construction plan anticipated approximately \$170 million in new tenders. By the end of the construction season, \$168.8 million in projects had been tendered and awarded. While several projects were deferred to future years, including Kilally Road and Nightingale Avenue works, additional projects were advanced to construction, including the Innovation Park industrial servicing project (approximately \$14 million) and several Traffic Engineering tenders (approximately \$6.5 million). Despite these adjustments throughout the year, the total tendered value remained closely aligned with the original construction plan.

Appendix A provides an update on the 2025 Top 10 infrastructure renewal list and highlights some noteworthy projects from last year.

Carryover Work into 2026

As with every construction season, some 2025 projects will carry over into 2026.

This includes finishing touches such as the top layer of asphalt, permanent pavement markings, and deficiency repairs. These elements are typically scheduled for the following spring to ensure optimal material placement and minimize settlement issues. In 2026, the top coat of asphalt will be placed on approximately 15 kilometres of road.

Some projects experienced schedule adjustments due to factors beyond the City's control, such as underground utility challenges, coordination with other agencies, or unforeseen site conditions. While the number of projects affected this year is higher than preferred, these adjustments are carefully managed to minimize impacts. Projects with additional work carrying over into 2026 include:

- Sunningdale Road and Richmond Street Intersection Improvement
- Downtown Sewer Separation Phase 4 – York Street
- Mud Creek Improvements
- Elizabeth Street Infrastructure Renewal
- Tartan Drive, Sovereign Road and Sovereign Court Mat Replacement Projects

In addition, several multi-year projects awarded in previous years are scheduled to continue into 2026 or beyond including:

- Bradley Avenue Road Extension
- London Downtown Sewer Capacity Expansion Project
- Wellington Gateway – Clark's Bridge Widening
- Wellington Gateway Phases 3 and 4
- East London Link – Highbury Bridge Widening
- East London Link – Oxford Street East
- Springbank Reservoir 2 Demolition and Expansion
- Florence Street, Elenor Street and York Street Infrastructure Renewal

Based on current progress, approximately \$100 million in previously awarded work is expected to be completed this year. All carryover work will be coordinated with the 2026 program to minimize conflicts with nearby projects and maintain a smooth construction season.

Winter Work

Some multi-year projects continue through the winter months, while others pause at the end of the construction season and will resume in the spring, which is consistent with what Londoners typically expect.

The focus each fall is to complete as much work as possible before winter conditions set in, while deferring temperature-sensitive activities, such as final asphalt and surface treatments, to the spring. Project sites are then stabilized to ensure they remain safe and accessible for residents, commuters, and winter maintenance operations.

Where practical, winter construction can help advance multi-year projects or recover schedule on projects that experienced challenges during the construction season. The City continues to assess opportunities to carry work through the winter, with each project evaluated based on the type of work, site conditions, and the ability to maintain safe travel and effective snow clearing.

While recent construction seasons have seen an increase in winter work on large, complex projects, the 2025–2026 winter reflected a more typical seasonal slowdown. That said, several major road projects continued where conditions allowed, including the Bradley Avenue Extension and East London Link works on Oxford Street and the Highbury Rail Bridge.

Work also continued on select projects outside of the road allowance that were well suited to winter construction. The London Downtown Sewer Capacity Expansion project progressed using microtunnelling, a method that allows work to continue below ground with minimal weather-related disruption. Similarly, the Springbank Reservoir 2 Remediation project advanced through planned concrete placements and structural work that could be carried out in controlled conditions.

Overall, the approach to winter construction is to either safely pause and stabilize sites for the season or, where appropriate, maintain active construction zones that can be safely managed throughout the winter months.

Budgets and Schedules

The City continues to prioritize delivering the annual construction program on time and on budget. This is supported through clear contract documents, active project management, and ongoing monitoring of schedule and budget performance throughout construction. Project management dashboards are used to track progress against approved budgets and planned working days, while also supporting timely invoice review and compliance with prompt payment requirements.

Construction contracts include contingency allowances to address typical risks, such as unforeseen underground conditions and utility coordination challenges. The use of contingency is monitored across the full program each year. In 2025, overall contingency use remained low across the program, including on several large and complex projects. 2025 did see an increase in both the number and total value of change orders compared to 2024. The change orders as a percentage of overall contract value increased from 4.3% in 2024 to 5.61% in 2025.

The increase was largely attributable to a limited number of higher-value contingency items, including major dewatering requirements and post-tender additions for underground infrastructure replacement due to field conditions. It also reflects the scale of the program, which extended construction into late fall and resulted in additional winterization costs and temporary asphalt placement. Any unused contingency funds are returned to program budgets at project closeout and can be reallocated to future infrastructure priorities.

A small number of projects are being closely monitored as they complete carryover work in 2026, including:

- Sunningdale Road and Richmond Street Intersection Improvement
- Craig Street Infrastructure Renewal
- Florence Street and Eleanor Street Infrastructure Renewal
- Lyle Street and Elizabeth Street Infrastructure Renewal

Project teams are actively managing these files and exploring options to keep costs within approved budgets. Should additional funding be required, it will be addressed in accordance with the City's Procurement of Goods and Services Policy.

2.2 2026 Renew London Infrastructure Construction Program

2026 Construction Program Overview

London continues to make significant investments in infrastructure to maintain reliable services, improve safety, and support growth across the city. The 2026 Renew London program includes road, water, and sewer improvements in neighbourhoods and major corridors throughout London.

Approximately \$285 million in construction work is planned for tender in 2026. Combined with about \$100 million in carryover work from 2025, this represents another substantial year of infrastructure investment.

As one of the fastest growing cities in Canada, London continues to advance projects that support new housing and expanding communities. The 2026 program includes major growth-related projects, supported in part by development charges and external funding. Key examples include the Sunningdale Road Widening and Kilally Road upgrades, which will improve capacity, support new development, and add active transportation infrastructure. Rapid Transit projects are also a key part of this investment, supported by development charges and provincial and federal funding, and will help support housing growth by providing more reliable and accessible transit.

The 2026 program includes the reconstruction of 100 lane kilometres of road, 15 kilometres of sanitary and storm sewers, and 15 kilometres of watermains. More than 20 intersection improvements are planned to address safety needs, particularly in growing areas. The City will also continue to expand active transportation infrastructure, with over 25 kilometres of new bike lanes, 10 kilometres of new sidewalks, and approximately 22 kilometres of sidewalk renewals.

Trenchless technologies will continue to play an important role in the program. In 2026, approximately 3.67 kilometres of watermain and 11.6 kilometres of sewer will be rehabilitated using methods that reduce the need for excavation. This approach helps limit disruption to residents and businesses while reducing overall project costs.

The City will also begin a multi-year program to increase watermain capacity in key growth areas. Work is planned in 2026 on Pond Mills Road, Wonderland Road South, and Gainsborough Road East to support long-term servicing needs in south and west London.

Downtown Construction

Downtown London has seen steady construction activity since 2018 as the City has worked to renew aging infrastructure and support growth in the core. Many of the major core projects have now been completed, with fewer but still significant projects underway in 2026.

Work has begun on the Queen's Bridge Rehabilitation project. This project includes replacement of the bridge deck and key structural elements, along with improvements to support future rapid transit, enhanced pedestrian connections, and shoreline protection.

Construction will require lane reductions for westbound traffic leaving downtown, along with short-term full closures later in the construction season.

Construction continues on the York Street Sewer Separation project, which is advancing the City's sewer separation program by replacing some of the remaining sections of combined sewer. This work will improve water quality in the Thames River and increase capacity to support continued intensification in the downtown core.

The London Downtown Sewer Capacity Expansion project will also continue through 2026. This project will increase sanitary capacity to support intensification and future housing in the core. While most of the work occurs outside the road network, construction will impact nearby park areas and includes extended work hours to maintain progress.

Since 2018, this sustained investment has rebuilt approximately 25 blocks of downtown streets and replaced over 2.85 kilometres of combined sewer infrastructure, some dating back to the 1800s. As this work nears completion, construction impacts in the downtown core are expected to decrease in the coming years.

Road Closures and Lane Reductions

Managing the City's construction program requires balancing the need to renew infrastructure with minimizing disruption to residents, businesses, and commuters. In 2026, a higher-than-typical number of projects will require full road closures across the city. These impacts are planned and managed through a coordinated approach focused on scheduling, communication, and mitigation.

The Renew London construction program is coordinated to minimize overlapping closures and maintain key travel routes. Individual projects are staged where possible to keep portions of roads open, with detour routes in place to support traffic flow. Coordination with transit, emergency services, schools, and utility providers helps ensure critical services remain accessible throughout construction.

Advance notice of closures is provided through the City's website, social media, email updates, and local media. Project updates include timelines and expected impacts to help residents and businesses plan ahead. On-site signage and digital message boards are also used to provide real-time information to road users.

Project teams prioritize maintaining access and traffic flow through construction zones wherever possible, often using lane reductions instead of full closures. However, in some cases, full road closures are required to complete work safely and efficiently. When closures are necessary, their duration is minimized and, where appropriate, extended hours or weekend work is used to help accelerate construction.

In addition to major projects, the 2026 program includes 25 intersection upgrades to renew traffic signals and address lifecycle needs. These shorter-duration projects can still affect traffic through lane reductions and temporary sidewalk closures. Work is staged where possible, and projects are coordinated with nearby construction to limit disruptions. Planned intersection upgrades with notable impacts include Springbank Road at Wonderland Road and Gore Road at Veterans Memorial Parkway.

The City continues to focus on clear communication, coordinated construction planning, and active traffic management to reduce impacts and maintain access throughout the construction season.

New Sidewalk Construction

New sidewalks are installed on both sides of most streets as part of road reconstruction and underground infrastructure renewal projects, in accordance with London Plan Policy 349. In 2026, a few Local Road Reconstruction projects involve streets with no existing sidewalks.

To guide sidewalk installation in legacy areas with limited connectivity, staff developed the Neighbourhood Connectivity Plan (NCP) community engagement strategy. NCPs provide a blueprint for future sidewalks and associated infrastructure to enhance neighbourhood connections.

The Barrymont Drive and Lauderdale Avenue reconstruction projects currently lack sidewalks (except for a 70 m section on Barrymont Drive). These streets were identified for new sidewalks under the Council-approved Northridge NCP, as they provide direct connections to Lucas High School. Reconstruction will fill gaps in the sidewalk network and improve mobility choices in alignment with the Northridge NCP.

Highland Heights and Baron Court, which will also be rebuilt in 2026 due to poor road conditions, are not part of an approved NCP. Following a review of feasibility and connectivity needs, staff recommend these streets be exempt from Policy 349, and no sidewalks will be installed.

Beyond infrastructure renewal projects, the New Sidewalk Program responds to resident requests and prioritizes installations based on traffic exposure, proximity to schools and transit, and access to key destinations such as parks, libraries, and shopping centres. The current list includes 145 requested streets. In 2026, the program will construct over 2 km of new sidewalks on four streets: Manitoulin Drive, Montebello Drive, Leathorne Street, and McGregor Avenue.

Rapid Transit Update

Rapid Transit remains a major component of London's construction program, but more of the work is behind us now than ahead. The Downtown Loop is complete and already benefiting transit users, while large portions of the East London Link and Wellington Gateway continue to progress, with final phases beginning in 2026. Rapid Transit service is expected to start in 2027 and 2028. By summer 2026, all three corridors will be fully tendered, with the final 3 of 15 construction contracts awarded.

Downtown Loop

Construction of the Downtown Loop, which began in 2021, is now complete. Buses operate in dedicated lanes with coordinated signals, improving travel times and reliability. This marks the first fully operational segment of London's Rapid Transit network, with existing LTC bus routes already using the infrastructure ahead of full Rapid Transit service.

East London Link

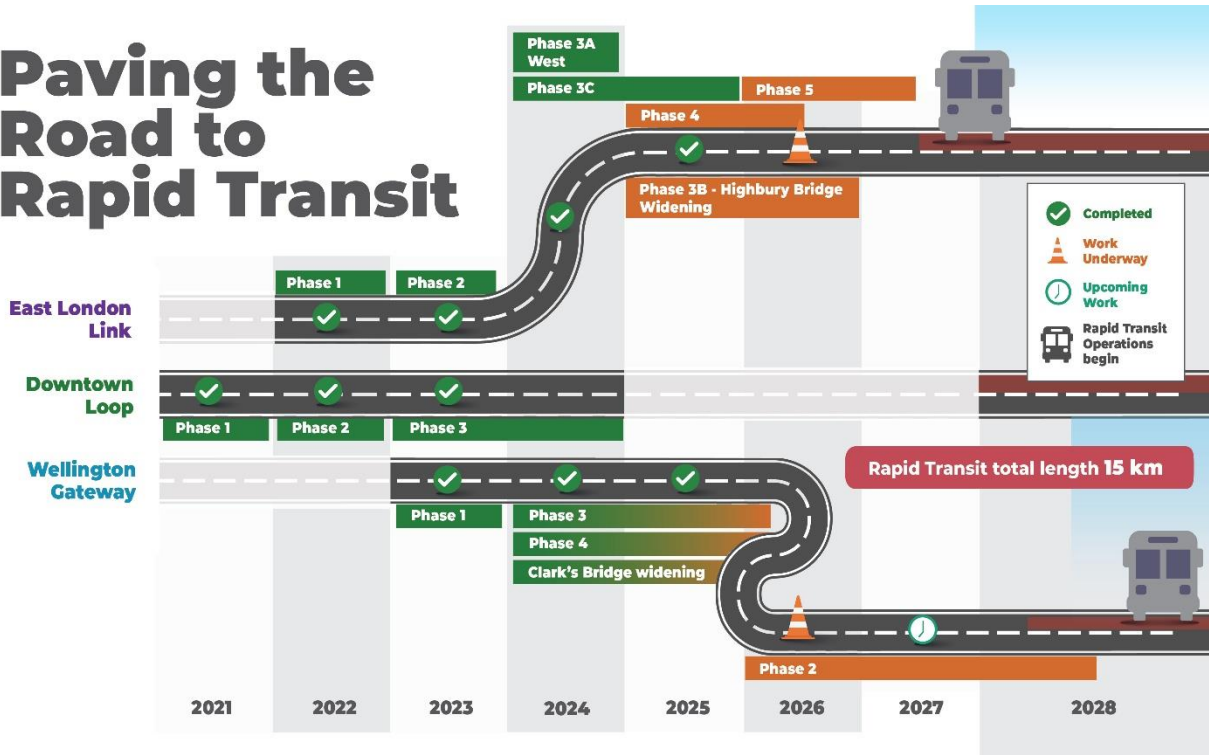
Phases 1 and 2 of the East London Link are complete, including permanent pavement markings and red transit lanes. Multiple Phase 3 contracts and Phase 4 are currently underway and expected to finish in 2026. Phase 5, the final phase of East London Link, begins in spring 2026 with completion expected in 2027. Buses are already traveling in both directions on King Street between Old East Village and Wellington Road using the new contraflow transit lane, with existing LTC routes running on the lanes to help Londoners get used to the new traffic patterns ahead of full Rapid Transit service. RT operations are planned to start in Fall 2027.

Wellington Gateway

Wellington Gateway Phase 1 is complete. Phases 3 and 4 at the south end of Wellington Road will continue through 2026, with most underground infrastructure now complete. Work this year will focus on finishing the corridor, including transit stations, permanent traffic signals, the multi-use path, landscaping, final asphalt, and red bus lane markings. Clark's Bridge Widening is in its second year, with completion expected in 2026. Phase 2, which includes the S-curve and Commissioners Road intersection, begins this year and is expected to finish in 2028. RT operations are planned to start in Fall 2028.

Looking ahead, two new corridors, the West and North routes, have been identified in the Mobility Master Plan. Planning and design work begins in 2026 to prepare for the next phase of Rapid Transit, with construction anticipated around 2029.

Paving the Road to Rapid Transit



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

2026 Renew Top 10 Construction Projects

Each year, the City highlights the top 10 construction projects to showcase the largest, most impactful work planned for the upcoming construction season. The 2026 program continues to focus on strengthening key road corridors, improving intersections, upgrading bridges, and expanding capacity to support growth. These projects also enhance safety, reduce congestion, and extend the life of critical infrastructure. Plus, investment in Rapid Transit and active transportation continues to connect neighbourhoods and support sustainable travel options for Londoners.

The top 10 projects for 2026 are:

- [Highbury Avenue Reconstruction](#) – Supports regional economic development by improving the connection south of the Thames River and north of Highway 401.
- [Philip Aziz Avenue / Western Road / Sarnia Road Corridor and Intersection Improvements](#) – Enhances safety and travel efficiency near Western University for motorists, cyclists, and pedestrians, with construction impacts expected in 2026 and 2027.
- [Queen's Bridge Rehabilitation](#) – Rebuilds the bridge deck and key structural elements, adds a multi-use path for active transportation, upgrades pedestrian crossings, and improves shoreline protection.
- [Sunningdale Road West Upgrades](#) – Expands road capacity, enhances safety, and supports future development in northwest London.
- [Kilally Road Improvements](#) – Urbanizes the corridor to support growth and improve active transportation options.
- [Bradley Avenue Extension](#) – Completes a key corridor connection to support mobility and growth.
- [Wellington Gateway Phases 2A / 2B](#) – Final phases of the south Rapid Transit corridor, including road, transit and underground infrastructure improvements.
- [East London Link Phase 3B – Highbury Bridge](#) – Improves regional connections and supports transit infrastructure while replacing aging bridge structures.
- [East London Link Phase 4 – Oxford Street East](#) – Advances construction along the corridor, including roadway, active transportation, and transit improvements.

- East London Link Phase 5 – Dundas Street – Completes the East London Link corridor, enabling full transit operations and supporting surrounding intensification.

Many of these projects coordinate critical underground infrastructure work, road reconstruction, and continued expansion of the cycling network across London.

For more details on the 2026 Top 10 projects, and to explore the interactive web map, visit london.ca/roadconstruction.

2.3 Emerging Construction Industry Pressures

The 2026 construction season continues at a high level of investment and complexity. While the program is well planned, several external factors may influence delivery. City teams actively monitor these conditions and adjust planning, procurement, and coordination strategies to manage risk and maintain progress.

Industry Capacity and Labour Availability

With another large construction program underway, the volume of work in the local market remains high. Delivering multiple major projects at the same time requires careful coordination to support consistent progress across all sites and avoid situations where work slows or appears inactive.

Municipal construction contracts are awarded through a compliant low-bid Request for Tender (RFT) process, which means the City does not control which contractor is ultimately awarded the work. To support a competitive and balanced market, the City aims to bring forward a mix of contract sizes and complexities to help distribute work across the local industry.

The City continues to coordinate project timing across the network, set clear contract expectations, and actively monitor contractor performance to support steady progress.

Procurement and Material Lead Times

While supply chains have stabilized, some specialized materials continue to require longer lead times. For select projects, the City is exploring early procurement or advance material purchases where appropriate to reduce schedule risk. This approach is being applied to items such as large-diameter watermain, select electrical components, and aluminum traffic poles helping to improve delivery certainty and avoid delays once construction is underway.

Changes to Ontario's Construction Act

Recent amendments to Ontario's Construction Act introduce new requirements for annual holdback release on multi-year contracts and expanded adjudication timelines. These changes affect how construction payments are administered and how disputes are managed. City teams are updating internal processes and coordinating across departments to ensure compliance while maintaining timely payments and effective contract management.

Utility Coordination and Underground Risk

Many projects involve complex underground work and coordination with third-party utilities. While efforts are made to align work in advance, unforeseen conflicts or delays can still arise once construction begins. The City continues to work closely with utility partners to complete relocation work early where possible and reduce the risks associated with integrating multiple systems within the same construction area.

Traffic Management and Intersection Construction

A significant amount of arterial road work in 2026 includes final asphalt placement on major corridors. To ensure long-term pavement performance, this work is completed using echelon paving, where multiple lanes are paved at the same time to maintain a continuous hot asphalt seam. This approach is important on high-volume roads to improve durability and extend the life of the pavement.

When this work occurs at signalized intersections, the Highway Traffic Act requires either a paid duty police officer to direct traffic or a temporary closure of the intersection. For larger paving operations, coordinating traffic control for the full duration of the work can be challenging. In addition, raised medians on many arterial roads limit the ability to shift traffic around the work zone. As a result, temporary intersection closures may be required to complete this work safely and efficiently. Where possible, closures will be scheduled during off-peak periods or overnight to reduce impacts.

Late Season Work and Scheduling

Project schedules are developed to complete as much work as possible within the primary construction season. Where projects extend beyond one season, contracts clearly define expectations for either winter shutdown and site stabilization or continued work through the winter, where appropriate. Managing this transition carefully helps control costs, maintain safety, and reduce prolonged impacts on residents and businesses.

2.4 Leading Construction Delivery in London

Construction and Infrastructure Services (CIS) brings together Construction Administration, Major Projects, and Geomatics to support the delivery of the City's capital construction program. These teams coordinate project delivery, provide technical and data services, and support construction across the organization—from annual infrastructure renewal work to major city-building projects like Rapid Transit.

CIS plays a key role in ensuring projects are delivered safely, efficiently, and in alignment with approved plans, while supporting collaboration across City teams, contractors, and the community.

Strategies to Manage Project Budgets and Schedules

Delivering a large and complex construction program requires consistent oversight of project budgets and schedules. Construction Administration supports this work through standardized project management tools, including dashboards, checklists, and templates that are used across Environment and Infrastructure.

Most construction contracts are administered by the Construction Administration team while some specialized projects are managed by the design teams during construction. These tools support tracking progress, budgets, and key milestones, help identify risks early, and allow teams to respond proactively to keep projects on schedule and within budget.

By applying these practices across both CIS-administered and design-managed projects, the City ensures a consistent and disciplined approach to successfully delivering infrastructure projects.

Strategies to Mitigate Construction Impacts

Construction projects across the city are carefully coordinated to reduce overall impacts on residents, businesses, and the transportation network. Project teams take a city-wide approach, considering how individual projects interact and affect travel, access, and daily activities.

Planning begins well in advance of the construction season. Projects from across Environment and Infrastructure are reviewed together to confirm timing, identify potential conflicts, and prioritize work based on coordination, risk, and impact. This early alignment helps avoid overlapping disruptions and supports more efficient delivery. During construction, coordination continues through regular meetings with City divisions, the London Transit Commission, and utility partners. These discussions help manage lane restrictions, protect key travel routes, and maintain effective detours as conditions change throughout the season.

In 2025, this coordinated approach supported a high volume of construction across the city, including continued progress on Rapid Transit. Project teams focused on maintaining access and clear communication with residents and businesses throughout construction.

A range of tools are used to help people navigate construction zones safely and with as little disruption as possible. These include traffic control plans, clear signage and wayfinding, Public Service Announcements, social media updates, and direct outreach to affected properties. Maintaining pedestrian access, supporting deliveries, and ensuring site safety remain key priorities on all projects.

Communications and Customer Service Strategies

Communications for the 2026 construction program are already underway, with both city-wide and project-specific updates planned throughout the season. While projects are coordinated to reduce disruption, construction will impact travel across the city. Residents are encouraged to plan ahead and allow extra time when moving through construction areas.

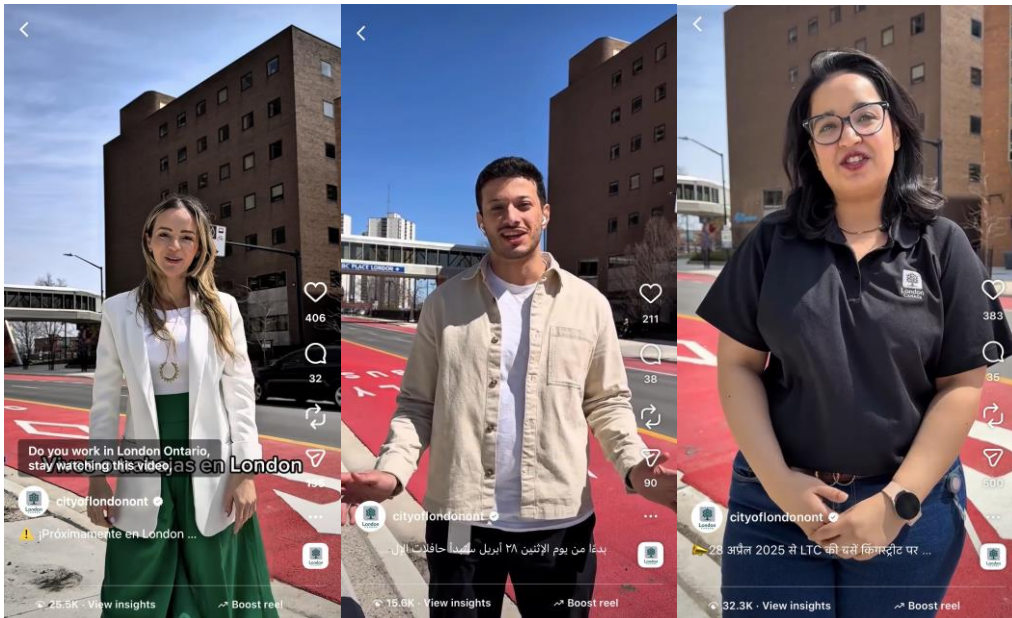
In 2025, the City continued to deliver timely and accessible communications to keep Londoners informed about construction impacts, support local businesses, and help road users adapt to new infrastructure. A range of tools were used, including on-site signage and maps, Public Service Announcements, email updates, and social media.

Construction Business Relations Coordinators played an important role through regular, in-person outreach with businesses. This on-the-ground approach helped share updates, respond to questions, gather feedback, and build strong relationships with those most directly impacted.

Expanded use of video and visual content, including drone footage and before-and-after comparisons, helped clearly communicate construction progress. This approach was especially important for projects like the King Street contraflow bus lanes, where targeted education—including signage, radio, and multilingual videos—helped road users understand new traffic patterns ahead of future Rapid Transit service.



Above: An aerial drone photo of the King Street contraflow bus lanes between Maitland Street and William Street.



Above: Social media videos in multiple languages which explained the two-way bus operations and new traffic patterns on King Street.

Maintaining safe and respectful construction sites remained a priority. Communications included regular safety messaging and timely updates during key travel periods throughout the year. When major projects were completed, the City also recognized these milestones through media, digital content, and community events, including the 2025 celebration of the Adelaide Street Underpass.

Conclusion

The Renew London Construction Program continues to play a key role in maintaining and improving the City's infrastructure, supporting both lifecycle renewal and the needs of a growing community.

The 2025 construction season delivered a large and complex program that remained closely aligned with planned investment levels, while advancing a number of significant multi-year projects. As in recent years, a higher volume of carryover work will extend into 2026 and is being actively managed and coordinated to minimize impacts. Overall,

project budgets remain stable, with only a small number requiring ongoing monitoring as work is completed.

The 2026 program represents another substantial year of infrastructure investment, with approximately \$285 million in planned tenders and an additional \$100 million in carryover work. These investments will continue to improve mobility, enhance safety, and support growth across London, while expanding active transportation and renewing critical underground infrastructure. Staff will continue to monitor program delivery and respond as needed to support schedules, budgets, and coordination across the construction program.

A coordinated communications approach is underway to keep residents, businesses, and stakeholders informed throughout the construction season and to help minimize disruption.

Overall, the Renew London program continues to deliver critical infrastructure in a planned, coordinated, and financially responsible manner.

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Recommended by: **Kelly Scherr, P. Eng., MBA, FEC, Deputy
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Appendix A – 2025 Renew construction program top 10 list and project highlights

Appendix B – 2026 Renew construction program top 10 list

APPENDIX A – Update on the 2025 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
Clark's Bridge Widening – Wellington Gateway	\$18.3M	Ongoing: 2-year project All lanes of Clark's Bridge were opened in 2025. Restoration work, landscaping and top asphalt is expected in 2026.
East London Link Phase 3 - 3A Dundas Street - 3B Highbury Avenue North Rail Bridge - 3C Highbury Avenue North and Oxford Intersection	\$80M	Carryover: two 1-year projects + 3-year bridge 3A - Work on Dundas Street was completed in 2025 3B - Progress on track for Highbury Avenue North bridge, project completion is expected in 2027. 3C - Top coat is anticipated on Oxford Street and Highbury Avenue North intersection in 2026
East London Link 4 - Oxford Street East	\$26.3M	Ongoing: 2-year project Work continuing on the north side of Oxford Street. Project completion is expected late 2026.
Wellington Gateway Phases 3 and 4	\$56.4M	Ongoing: 2.5-year project Underground work completed and traffic lanes reopened ahead of winter 2025/2026. Project completion is expected in 2026 including top coat asphalt, multi-use path and median RT infrastructure.
York Street and Wellington Street Infrastructure Renewal	\$15.6M	Carryover: 2-year project All lanes of Wellington Underpass were opened including Wellington and York intersection. Work continuing on York Street from Wellington to Colborne. Some year one schedule impacts pushed completion into 2026.
London Downtown Sewer Capacity Expansion Project	\$17.7M	Ongoing: 1-year project Progress continued over the winter of 2025/2026. Microtunnelling operation successfully completed. Thames Valley Parkway detours will be in place until project completion in summer 2026.
Sunningdale Road and Richmond Street Intersection Improvements	\$7.5M	Carryover: 1-year project Encountered schedule impacts. Work progressing through spring for completion in 2026.
Adelaide Street North Bridge Rehabilitation	\$3.9M	Completed: 1-year project All lanes of Adelaide Bridge were opened in 2025. Asphalt resurfacing and minor restoration is expected in 2026.
Colonel Talbot Road Upgrades	\$17.6M	Ongoing: 3-year project On track for 2026 for completion including top coat asphalt and final restoration.
Bradley Avenue Road Extension	\$21.1M	Ongoing: 3-year project Progress continued over the winter and on track for 2026 completion with top coat asphalt in 2027.

2025 Project Highlight: Adelaide Street North Underpass

The community gathered to celebrate the completion of this transformational project in August 2025. The event included historical displays, community booths, fun for all ages at the park's wading pool and playground, along with music and entertainment in partnership with London Arts Council.



Above: A ribbon is cut in McMahan Park together by Adrian Hey, granddaughter of Thornton Archibald McMahan; Councillor Susan Stevenson, Ward 4; Mayor Josh Morgan; Arielle Kayabaga, Deputy House Leader of the Government and MP for London West; Peter Fragiskatos, Parliamentary Secretary to the Minister of Immigration, Refugees and Citizenship and MP for London Centre; and Joel Kennedy, Executive Director of N'Amerind.

The Adelaide Underpass improves mobility in one of the city's busiest commercial transportation corridors better connecting the Woodfield, Old East Village, and Piccadilly neighbourhoods. The underpass also enhances access to nearby destinations, such as McMahan Park, with new multi-use paths, safer intersections, and improved infrastructure for all modes of transportation.



Above: Aerial view of the Adelaide Underpass, eliminating train-related traffic interruptions on Adelaide Street.

Londoners have used the new underpass since it opened to traffic in spring of 2024. Work in 2025 completed the restoration of McMahan Park adjacent to the underpass and finished the new gateway features and park landscaping.

2025 Project Highlight: Key Intersection Improvements

Strategic intersection improvements were completed to enhance safety, mobility, and long-term reliability across London's transportation network. This included a new roundabout, geometric and operational upgrades at key signalized intersections, and traffic signal modernization. Together, these improvements enhance safety for all users, increase intersection capacity, support growth, strengthen connectivity between neighbourhoods, and improve the overall efficiency and resilience of the transportation system.

Oxford Street West and Gideon Drive Roundabout

A new roundabout at Oxford Street and Gideon Drive is now complete, providing improved traffic flow, enhanced safety, and upgraded sidewalks and cycle tracks. The project also included upgrades to water and sewer infrastructure. With daily traffic volumes of up to 18,500 vehicles on Oxford Street West and 2,500 on Gideon Drive, the roundabout will help manage growth in the area by improving capacity, reducing wait times, and calming traffic.



Above: Aerial view of the Oxford Street and Gideon Drive roundabout

Fanshawe Park Road West and Richmond Street

Improvements to the intersection at Fanshawe Park Road West and Richmond Street were completed in 2025 to enhance safety for all road users, accommodate current and future traffic demands, and upgrade aging underground infrastructure. The project introduced significant active transportation enhancements, including in-boulevard asphalt bike paths and new concrete sidewalks. Existing dedicated right-turn islands were removed to improve pedestrian safety and create a more accessible crossing.

Overall, the completed project improves safety for pedestrians, cyclists, and motorists, and enhances connectivity to adjacent neighbourhoods and businesses. Turn lane reconfigurations at signalized intersections increase capacity and improve traffic operations. The project also included critical water and sewer infrastructure upgrades, supporting long-term service reliability and planned growth in the area.



Above: Birds-eye view of the improvements to the intersection at Fanshawe Park Road West and Richmond Street

Oxford Street East and Richmond Street

Upgrades to the intersection of Oxford Street East and Richmond Street were completed in 2025. The project rebuilt the traffic signal infrastructure, replaced aging underground electrical conduits, and installed new signal poles, curbs, gutters, sidewalks, and replaced asphalt. These improvements modernize critical infrastructure, and the project enhances accessibility and safety for everyone of the intersection.



Above: Completed Oxford Street East and Richmond Street intersection improvements

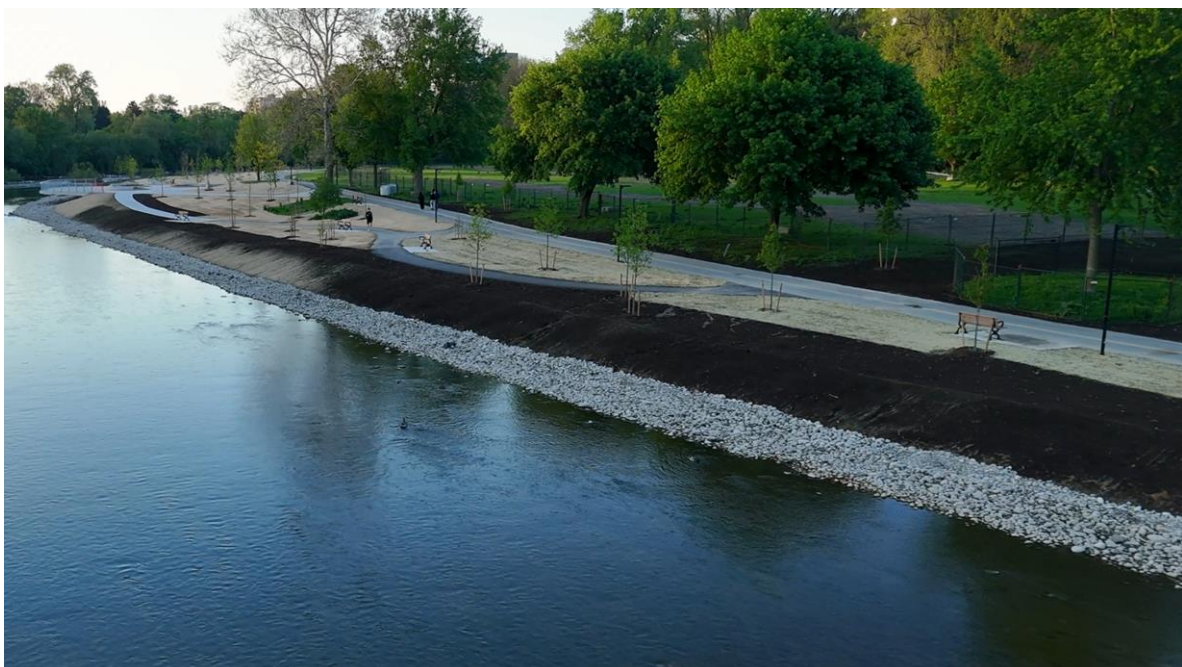
2025 Project Highlight: Harris Park Riverbank Restoration and Improvements

In June 2025, the City completed major restoration and improvement work in Harris Park, spanning the Thames River shoreline from the Queen Avenue Bridge to Blackfriars Bridge. The project replaced the deteriorating gabion basket retaining wall with a naturalized riverbank system using armour stone, native plantings, and soil stabilization techniques to strengthen erosion control and enhance ecological health.

Select tree removals were required to support construction access, and 74 new trees are being planted to expand the park's canopy. Improvements also included a scenic river lookout, upgraded fishing and boating access, and a realigned section of the Thames Valley Parkway with new benches, trees, and interpretive signage, resulting in a safer, more accessible, and environmentally resilient waterfront park space.



Above: Aerial view of Harris Park during construction in September 2024.



Above: Aerial view of Harris Park showcasing park and pathway enhancements completed in May 2025.

APPENDIX B – 2026 Renew Construction Program List and Top 10

The 2026 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 2026 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 2026 Renew London statistics.

2026 City's Top 10 Construction Projects

The chart below looks back at the Top 10 City projects identified for 2026 and provides an update on the status and tendered contract amount.

Project	Tendered contract amount (millions)	Status
Highbury Avenue Reconstruction Project	\$25.5M	<u>New</u> : 2026 Tender 2-year project Scheduled completion 2027.
Philip Aziz Avenue and Western Road Improvements	\$13M	<u>New</u> : 2026 Tender 2-year project Scheduled completion 2027
The Queen's Bridge Rehabilitation	\$10.2M	<u>New</u> : 2026 Tender 1.5-year project Scheduled completion summer 2027.
Sunningdale Road West Improvements	\$24M (est.)	<u>New</u> : 2026 Tender 3-year project Scheduled completion 2028.
Kilally Road Improvements	\$22.5M (est.)	<u>New</u> : 2026 Tender 2-year project Scheduled completion 2027.
Bradley Avenue Road Reconstruction	\$21.1M	<u>Ongoing</u> : 2025 Tender 2-year project Progress continued over the winter and on track for 2026 completion with topcoat asphalt in 2027.
Wellington Gateway Phase 2	2A – \$25M 2B – \$52M (est) \$77M	<u>New</u> : 2026 Tender 3-year project Project is expected to start Schedules summer 2028.
East London Link Phase 3B: Highbury Bridge	\$25M	<u>Ongoing</u> : 2025 Tender 2-year project Progress continued over the winter and on track for 2026 completion with topcoat asphalt in 2027.
East London Link Phase 4: Oxford Street	\$26.3M	<u>Ongoing</u> : 2025 Tender 2-year project Progress continued over the winter and on track for 2026 completion with topcoat asphalt in 2027.
East London Link Phase 5: Dundas Street	\$20M	<u>New</u> : 2026 Tender 2-year project Scheduled completion 2027 with topcoat asphalt in 2028.



2026 Renew Construction Top 10 Projects

Highbury Avenue Road Rehabilitation	1
Phillip Aziz Avenue and Western Road Improvements	2
The Queen's Bridge Rehabilitation	3
Sunningdale Road West Improvements	4
Kilally Road Improvements	5
Bradley Avenue Road Extension	6
Wellington Gateway Phase 2	7
East London Link Phase 3B: Highbury Bridge	8
East London Link Phase 4: Oxford Street East	9
East London Link Phase 5: Dundas Street	10



Above: List of 2026 top ten projects

1

Highbury Avenue Reconstruction Project

(Thames River to Highway 401, including bridge work at Commissioners and Bradley)



Work Type: Road Reconstruction and Bridge Rehabilitation

Tender: \$25.5M

Benefits: Reconstructed roadway and ramps for smoother travel and improved traffic flow; upgraded signalized intersections to enhance safety and reduce congestion; rehabilitated Commissioners Road and Bradley Avenue underpasses to extend their service life; and improved structural reliability along a key Highway 401 connection.

- Phased road and lane restrictions
- Temporary road closures
- Phased ramp closures
- LTC route impact



getinvolved.london.ca/highbury-south-rehab



Above: Highbury Avenue Reconstruction Project

Philip Aziz Avenue and Western Road Improvements






(Western Road from Platt's Lane to Burnlea Walk and Philip Aziz Avenue from Western Road to the Thames River)



Work Type: Municipal Infrastructure Improvements

Tender: \$13M

Benefits: Safer and more accessible roads for drivers, pedestrians, and cyclists; new sidewalks and cycling lanes to support active transportation; upgraded watermains and sewers for reliable infrastructure; and improved capacity to accommodate future growth in the area.

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



getinvolved.london.ca/westernsarnia



Above: Phillip Aziz Avenue and Western Road Improvements

The Queen's Bridge Rehabilitation







(Queens Avenue, from Ridout Street North to Wilson Avenue, and the east shoreline of the Thames River under the Queen's Bridge and Kensington Bridge)



Work Type: Bridge Rehabilitation

Tender: \$10.2M

Benefits: Extended lifespan of the bridge; improved safety and reliability for drivers; new multi-use path and pedestrian crossing for safer walking and cycling; strengthened shoreline protection to prevent erosion; improved flood and climate resiliency; environmental protection along the Thames River; and upgraded retaining walls for long-term stability.

-  Phased road and lane restrictions
-  Temporary sidewalk closures
-  Thames Valley Parkway detours
-  Temporary road closures
-  LTC route and stop impacts
-  Bike path restrictions



getinvolved.london.ca/queensbridge



Above: The Queen's Bridge Rehabilitation

Sunningdale Road West Improvements

(Sunningdale Road from Wonderland to East of the Medway Creek Bridge begins 2026, and East of the Medway Creek Bridge to Villagewalk Boulevard begins 2027)






Work Type: Municipal Infrastructure Improvements

Tender: \$24M (estimate)

Municipal Housing Infrastructure Program – Housing-Enabling Core Servicing Stream (MHIPHECS)

Benefits: Wider roads with improved traffic flow and turn lanes; multi-use paths for safer cycling and walking; new sidewalks and curb-and-gutter for better streetscape; upgraded watermains, storm, and sanitary sewers; reconstructed Medway Creek Bridge with multi-use pathways; and enhanced intersection safety with full signalization.

-  Phased road and lane restrictions
-  Temporary road closures
-  Bike path restrictions



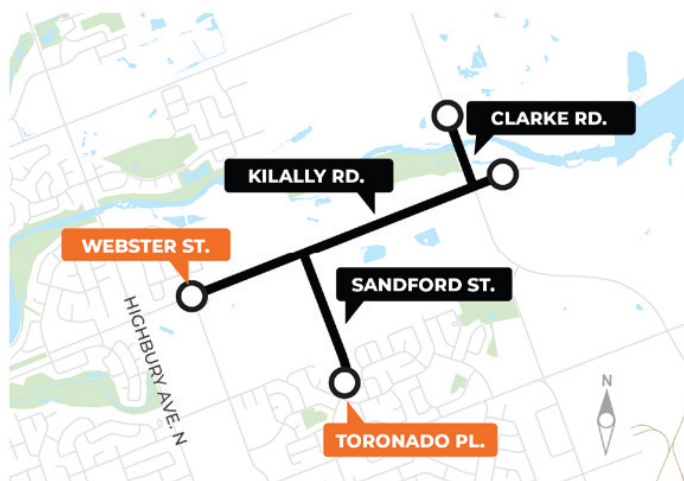
getinvolved.london.ca/sunningdale-road-improvements



Above: Sunningdale Road West Improvements

Kilally Road Improvements




(Kilally Road from Webster Street to Clarke Road)



Work Type: Municipal Infrastructure Improvements

Tender: \$22.5M (estimate)

Benefits: Safer and more accessible roads for drivers, cyclists, and pedestrians; new bike lanes and sidewalks to support active transportation; upgraded watermains, storm, and sanitary sewers; improved road surfaces and drainage; and infrastructure that supports future residential growth in the northeast of London.

-  Phased road and lane restrictions
-  Temporary road closures
-  Bike path restrictions



getinvolved.london.ca/kilally-infrastructure-project



Above: Killaly Road Improvements

Bradley Avenue Road Extension






(Bradley Avenue from Wharncliffe Road South to Jalna Boulevard.)



Work Type: Road Extension and Upgrade

Tender: \$21.1M

Benefits: Increased road capacity to reduce congestion; safer and more accessible streets for drivers, cyclists, and pedestrians; new sidewalks, in-boulevard bike lanes, streetlighting, and landscaping; and improved infrastructure to support future growth and development in the area.

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



getinvolved.london.ca/bradley-ave



Above: Bradely Avenue Road Extension

Wellington Gateway Phase 2

(Wellington Road between Watson Street and Wilkins Street)








Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$77M (estimate, two separate tenders)

Public Transit Infrastructure Stream (PTIS)

Benefits: Dedicated rapid transit lanes; improved transit reliability and travel times; safer road design for drivers, cyclists, and pedestrians; better traffic flow with smart signals; new multi-use paths for active transportation; upgraded intersections; enhanced streetscaping; and modernized water and sewer infrastructure to support future growth.

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



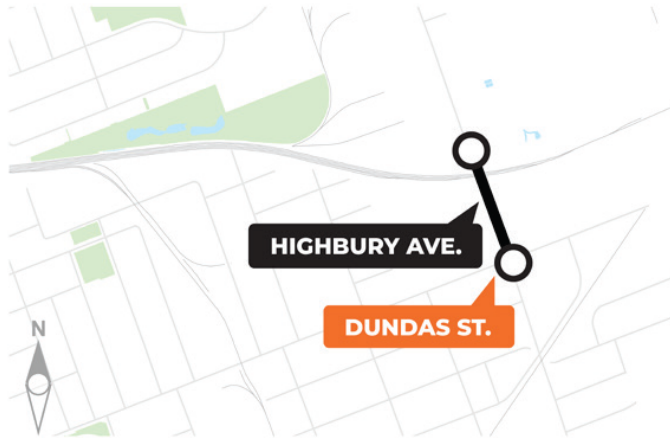
getinvolved.london.ca/wellingtongateway



Above: Wellington Gateway Phase 2

East London Link Phase 3B - Highbury Bridge

(Highbury Avenue from Dundas Street to the north limit of the Highbury Bridge/CPKC overpass)







Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$25M

Public Transit Infrastructure Stream (PTIS)

Benefits: Dedicated rapid transit lanes; improved transit reliability and travel times; improved traffic flow along a key north-south corridor; upgraded road infrastructure; and better support for future growth and development in the area.

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



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Above: East London Link Phase 3B – Highbury Bridge

East London Link Phase 4 - Oxford Street East

(Oxford Street between Highbury Avenue and Second Street)








Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$26.3M

Public Transit Infrastructure Stream (PTIS)

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

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



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Above: East London Link Phase 4 – Oxford Street East

East London Link Phase 5 - Dundas Street

(Dundas Street between Egerton Street and McCormick Boulevard)








Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$20M

Public Transit Infrastructure Stream (PTIS)

Benefits: Dedicated rapid transit lanes; improved transit reliability and travel times; active transportation improvements, streetscaping and water and sewer infrastructure upgrades to accommodate future growth; new intersection and realignment of Ashland Avenue to improve safety.

-  Full road closure of Dundas from Ashland to Highbury Avenue, Phased road and lane restrictions
-  Temporary sidewalk closures
-  Temporary road closures
-  LTC route and stop impacts
-  Bike path restrictions



getinvolved.london.ca/eastlondonlink



Above: East London Link Phase 5 – Dundas Street