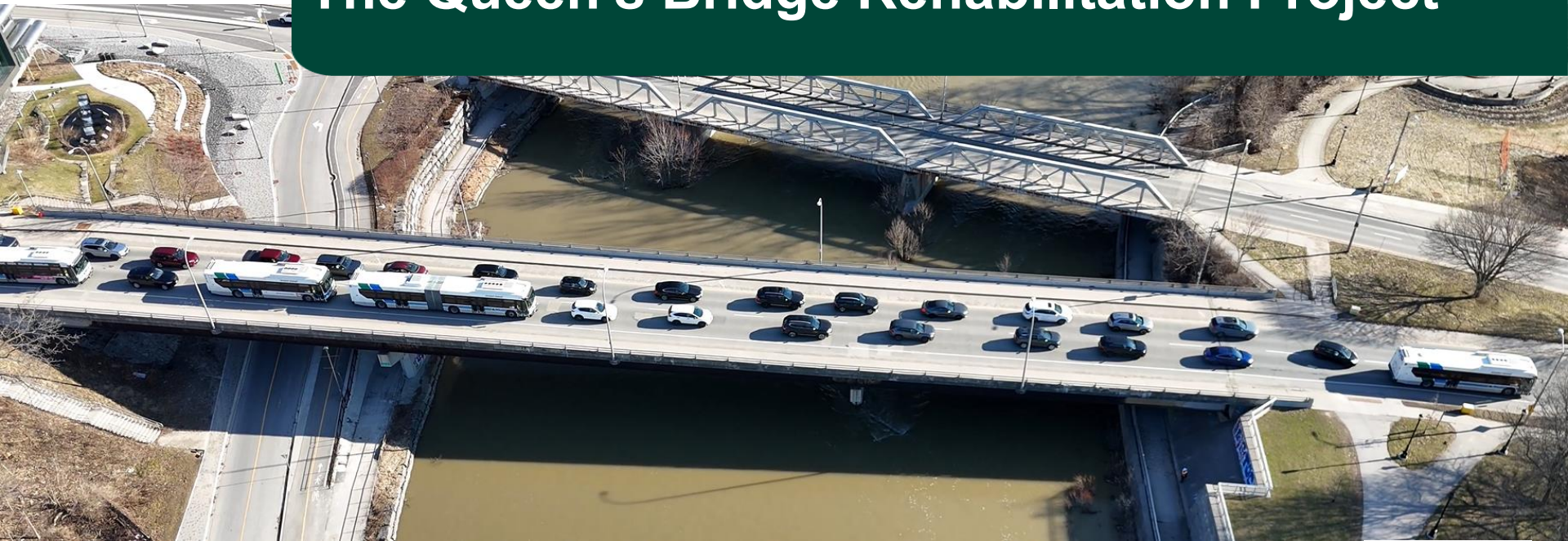




The Queen's Bridge Rehabilitation Project



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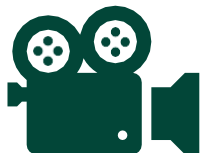




Welcome



- Use Q & A button to ask a question or to let us know about any technical difficulties.



- Questions will be answered after the presentation.



- This meeting is being recorded and will be posted online at **getinvolved.london.ca/QueensBridge**



Land Acknowledgement

We acknowledge that we are gathered today on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run) peoples. We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home.

We acknowledge all the treaties that are specific to this area: the Two Row Wampum Belt Treaty of the Haudenosaunee Confederacy/Silver Covenant Chain; the Beaver Hunting Grounds of the Haudenosaunee NANFAN Treaty of 1701; the McKee Treaty of 1790, the London Township Treaty of 1796, the Huron Tract Treaty of 1827, with the Anishinaabeg, and the Dish with One Spoon Covenant Wampum of the Anishnaabek and Haudenosaunee.

The three Indigenous Nations that are neighbours to London are the Chippewas of the Thames First Nation; Oneida Nation of the Thames; and the Munsee-Delaware Nation who all continue to live as sovereign Nations with individual and unique languages, cultures, and customs.



Presenters



Andrew Denomme

Manager, Transportation Design
City of London



John Bos – Project Manager

Senior Transportation Technologist
City of London



Karol Chorostecki

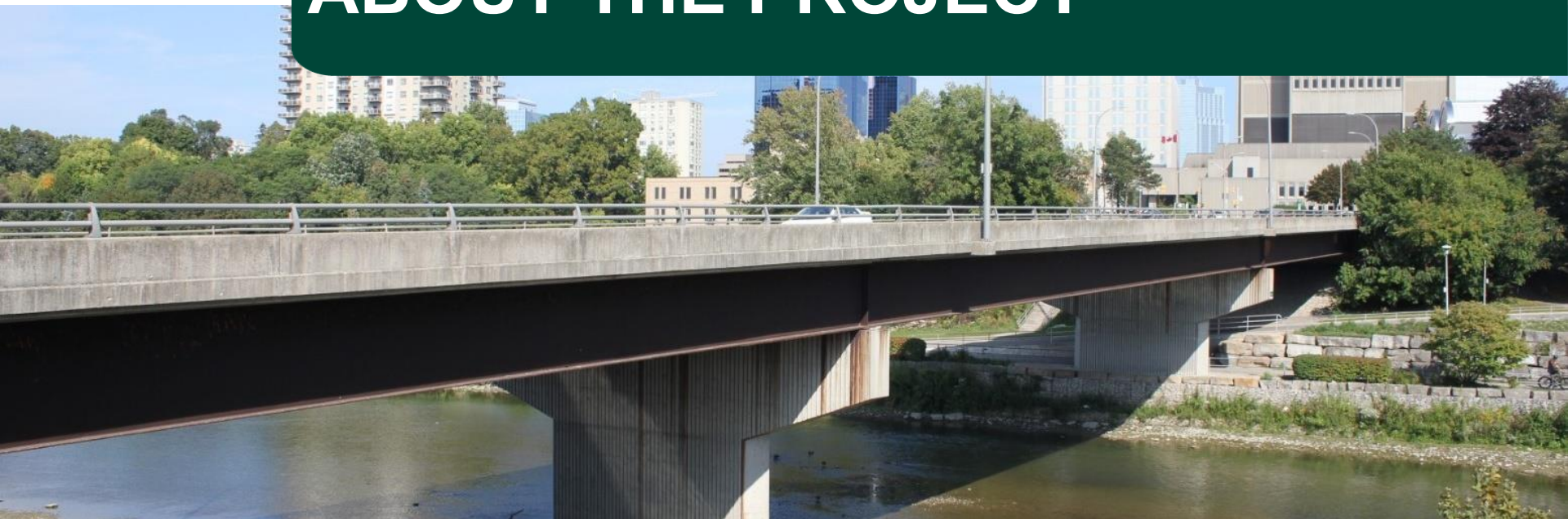
Project Manager
AECOM Canada ULC



Agenda

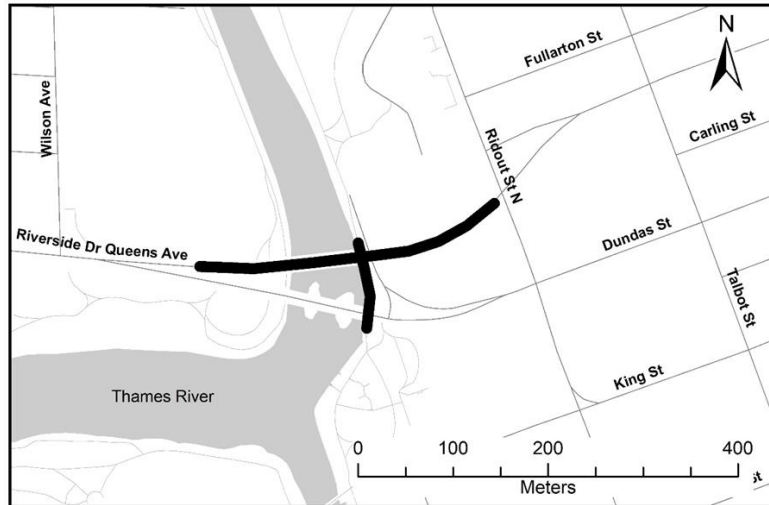
- Welcome and Introductions
- About the Project
- Design Overview
- Construction Overview
- Traffic Management
- Project Schedule
- Questions & Answers

ABOUT THE PROJECT



Background: The Queen's Bridge

Project Limits



- The Queen's Bridge is a continuous three-span steel plate girder structure located on Queens Avenue crossing the Thames River north of the Forks
- The bridge was originally constructed in 1973 (52 years old)
- It currently carries two lanes of westbound traffic, one bike lane and two sidewalks
- The bridge is showing advanced deterioration, particularly in the deck and barrier walls

Background: Thames River Shoreline

- The existing erosion control structures along the east bank of the Thames River consists of a gabion basket wall topped with armour stone.
- The extent of the shoreline is from Harris Park at the north end to the storm water outfall south of Kensington Bridge.
- Harris Park erosion control structures north of Queens Avenue were replaced in 2024.



Past Assessments

- 2018: Cultural Heritage Evaluation, Preliminary Structural Design and Structural Evaluation
- 2019: Transit Project Assessment Process for the City of London Rapid Transit Project
- 2021: Erosion Control Structures Condition Update Study
- 2025: Biennial Bridge Inspection
- The outcome of these studies included:
 - recommendations to complete a **full bridge deck replacement** to accommodate future rapid transit lanes and to achieve a remaining service life objective of 50 years.
 - the need for shoreline improvements.

DESIGN OVERVIEW

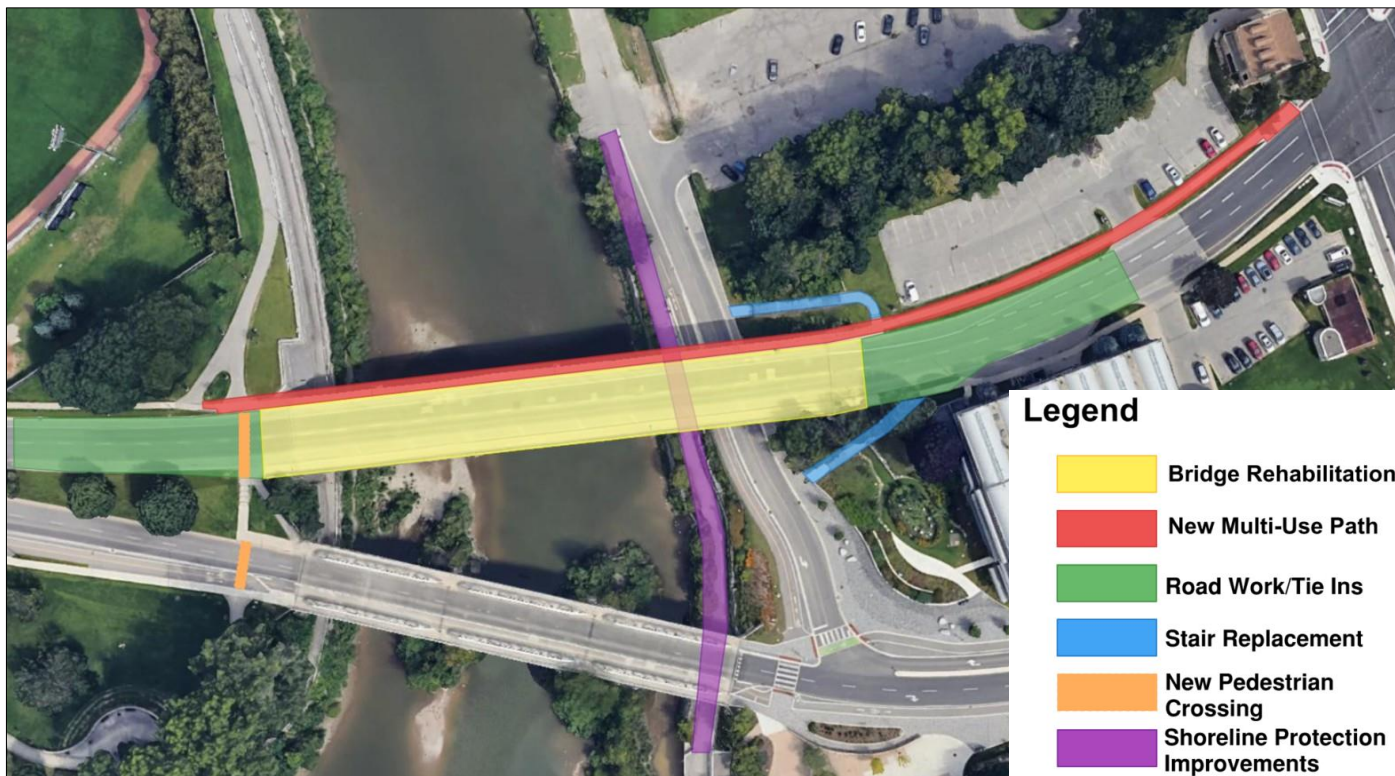


Project Objectives

- Address structural deficiencies, improve condition, and extend the service life of the bridge
- Improve mobility for transit and active transportation. Enhance pedestrian safety
- Protect the shoreline, improve resiliency to climate change, and support natural heritage features along the Thames River



Design Overview



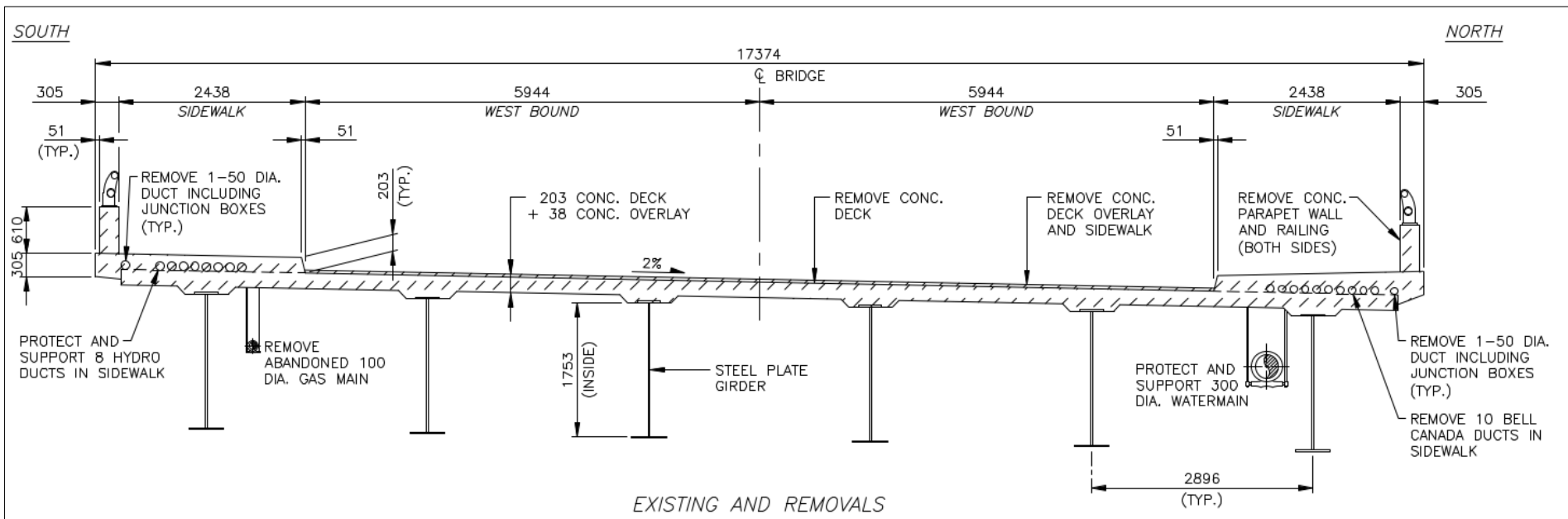
Bridge Rehabilitation

The bridge rehabilitation will include:

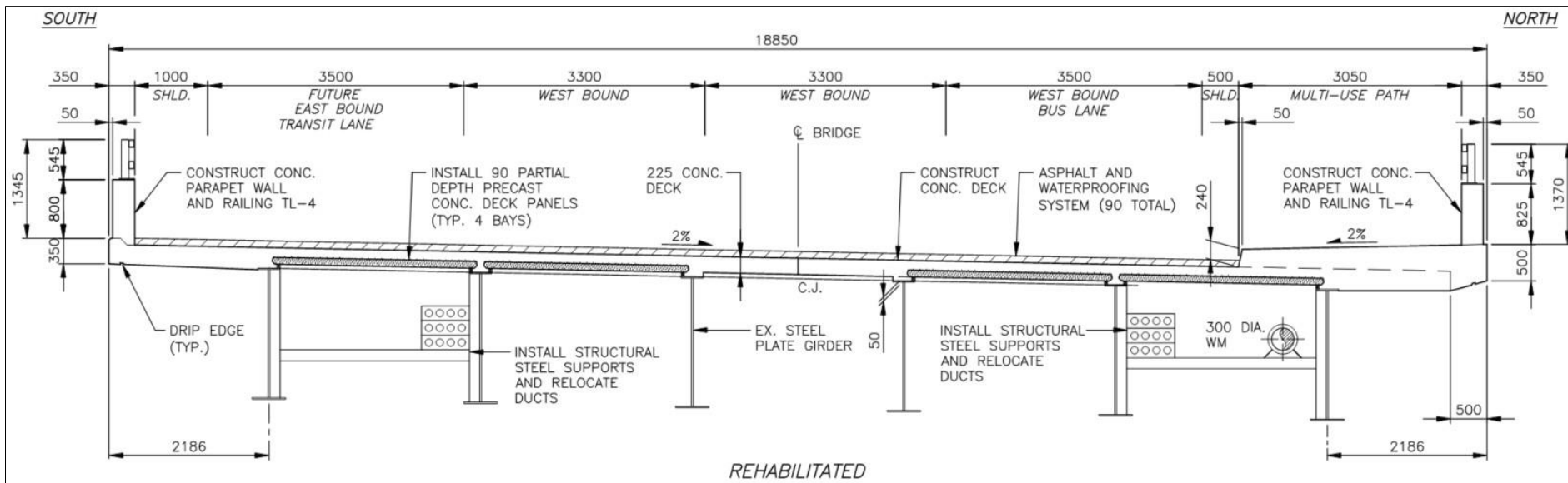
- Replacement of the bridge deck with a change to eliminate deck joints;
- Replacement of the barrier walls and updated railings;
- Construction of a new multi-use path;
- Widening to accommodate future rapid transit lanes;
- Replacement of bearings at piers and abutments;
- Concrete repairs to the substructure;
- Localized structural steel coating;
- Enhanced aesthetics with bridge lighting.



Existing Bridge Cross Section



New Bridge Cross Section



- Relocate utilities to suit deck replacement
- Provision for future westbound and eastbound rapid transit lanes
- Replacement of sidewalks with a multi-use pathway

Road Work

Road reconstruction on Queens Avenue will include:

- Underground utility replacements
- North sidewalk removal and replacement with new a 3.0 metre multi-use path
- Road widening at bridge approaches to tie into new bridge cross section
- New pedestrian signal crossing west of the bridge for increased connectivity
- Replacement of the existing stairs connecting sidewalks from Queens Ave to Harris Park Gate



Erosion Control & TVP Reconstruction

Existing Gabion Basket Retaining Wall



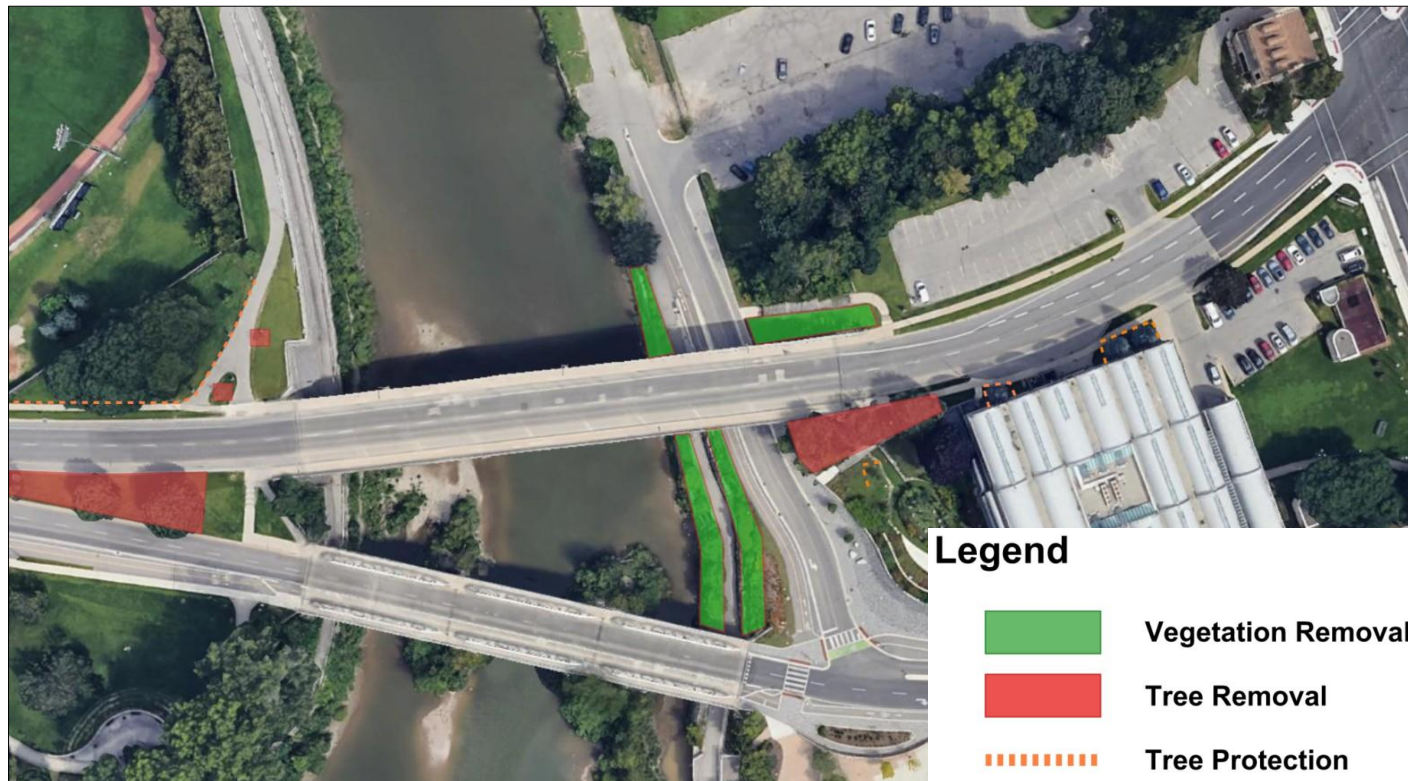
New Mechanically Stabilized Earth System



Benefits of Reconstruction:

- Replacement of aging infrastructure to protect shoreline
- Improvement to Thames Valley Parkway Path
- Reduced footprint in the Thames River
- Increased river hydraulic capacity
- Retaining system to match the West London Dyke

Tree Removals



Tree removals required for:

- Contractor laydown area and access
- Bridge reconstruction
- TVP reconstruction

Site Restoration and new plantings included in the scope of work to compensate for removals



London
CANADA

CONSTRUCTION OVERVIEW

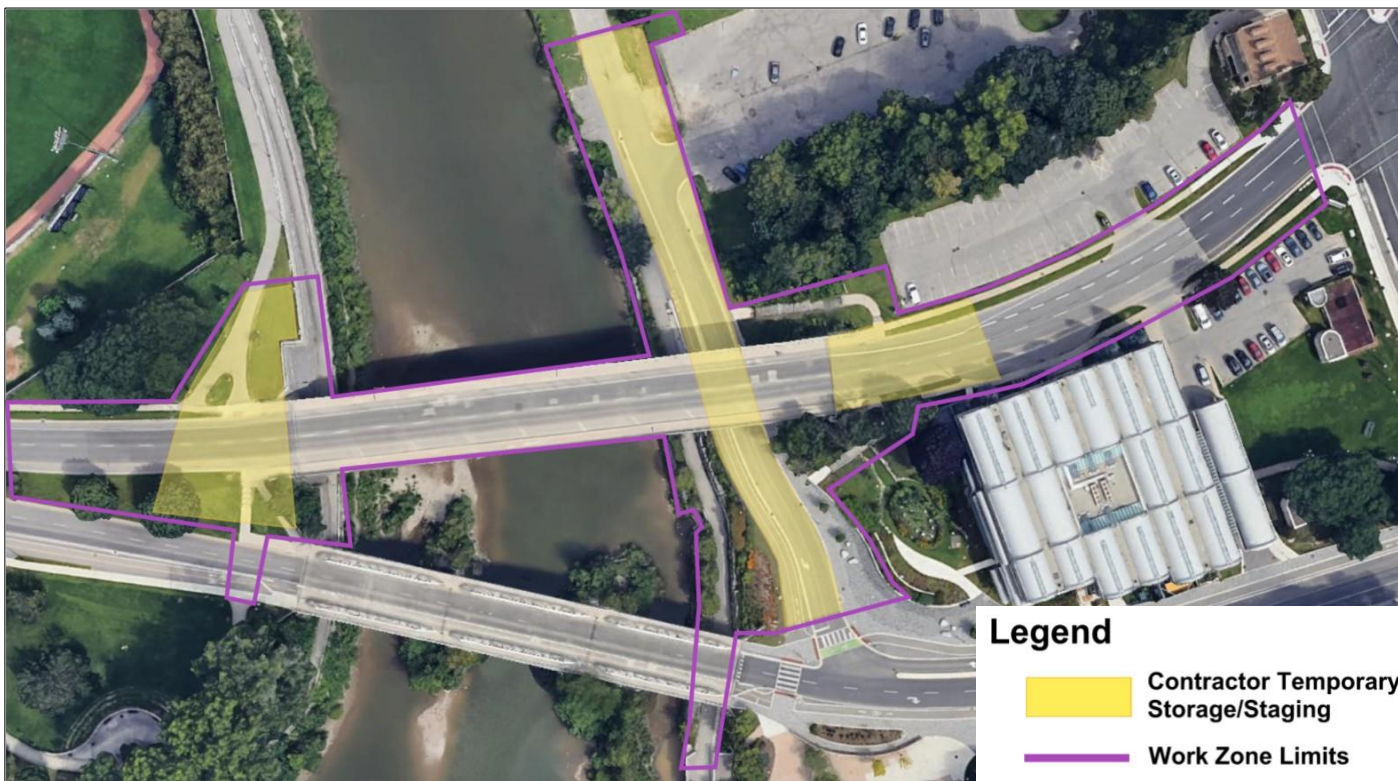


Construction Overview



- Approximate construction duration is **March 2026 to December 2026**, with some finishing touches in 2027.
- Bridge rehabilitation will be completed in two stages to maintain traffic on Queens Avenue.
- During staged construction, westbound traffic on Queens Avenue will be reduced to one lane.
- Short duration bridge closures with traffic detours are anticipated.
- Harris Park Gate to be closed for the duration of construction.
- Access to Museum London will be maintained.
- Temporary TVP detour routing will be installed ahead of main construction.
- Tree protection will be installed and maintained to protect trees not designated for removal.
- Typical working hours are 7:00 a.m. - 6:00 p.m.

Construction Zone

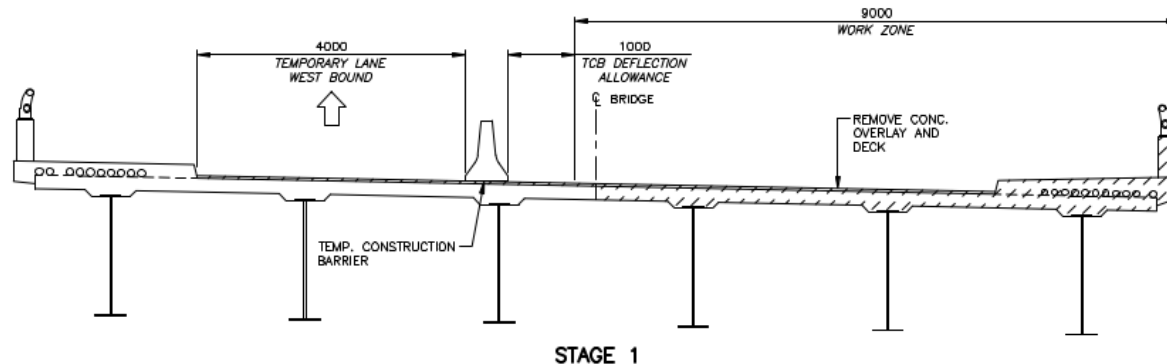


TRAFFIC & PEDESTRIAN MANAGEMENT



Construction Staging

SOUTH

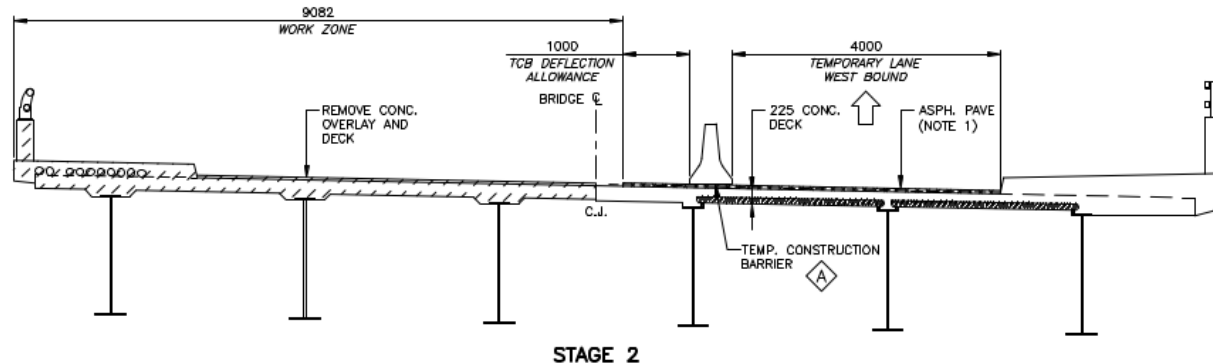


NORTH

Stage 1

- Install traffic control measures
- maintain single lane traffic on south side of roadway
- Remove and reconstruct north side of bridge

SOUTH



NORTH

Stage 2

- Shift traffic control measures
- maintain single lane traffic on north side of roadway
- Remove and reconstruct south side of bridge

TVP Detour Routes

South Bound West of Thames River

- Thames Valley Parkway to Rogers Ave
- Rogers Ave to Wilson Ave
- Wilson Ave across Riverside Dr at signals

Northbound West of Thames River

- Cross Riverside Dr at signals to Wilson Ave
- Wilson Ave to Rogers Ave
- Rogers Ave to Thames Valley Parkway



South Bound East of Thames River

- Thames Valley Parkway to Harris Park Entry
- Harris Park Entry to Ridout St North
- Ridout St to Dundas St
- Dundas St to Thames Valley Parkway

Northbound East of Thames River

- Thames Valley Parkway to Dundas St
- Dundas St to Ridout St
- Ridout St North to Harris Park Entry
- Harris Park Entry to Thames Valley Parkway

Mitigating Construction Impacts

The City will continue to emphasize communication and coordination to minimize potential impacts to residents, businesses and events during construction.



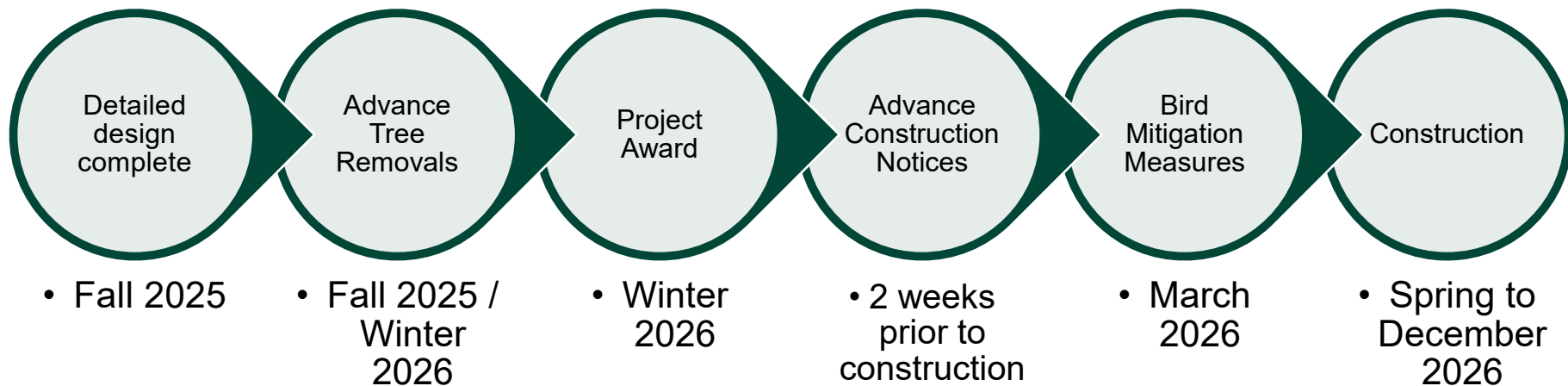
Resources will be provided to businesses to help navigate construction



Wayfinding signs to help communicate construction plans, detours and timelines

Project Schedule

Activities between now and construction





Stay Informed

- **In-person drop-in session** on Tuesday, September 16 from 5:00 p.m. to 7:00 p.m. at Museum London in the Atrium (421 Ridout St. N).
- Sign up for email notifications at: **getinvolved.london.ca/QueensBridge**
- **Contact the project team at jbos@london.ca**
or 519-661-2489, 7348





Q&A

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