

Emma St. to Earl St. Active Transportation Bridge

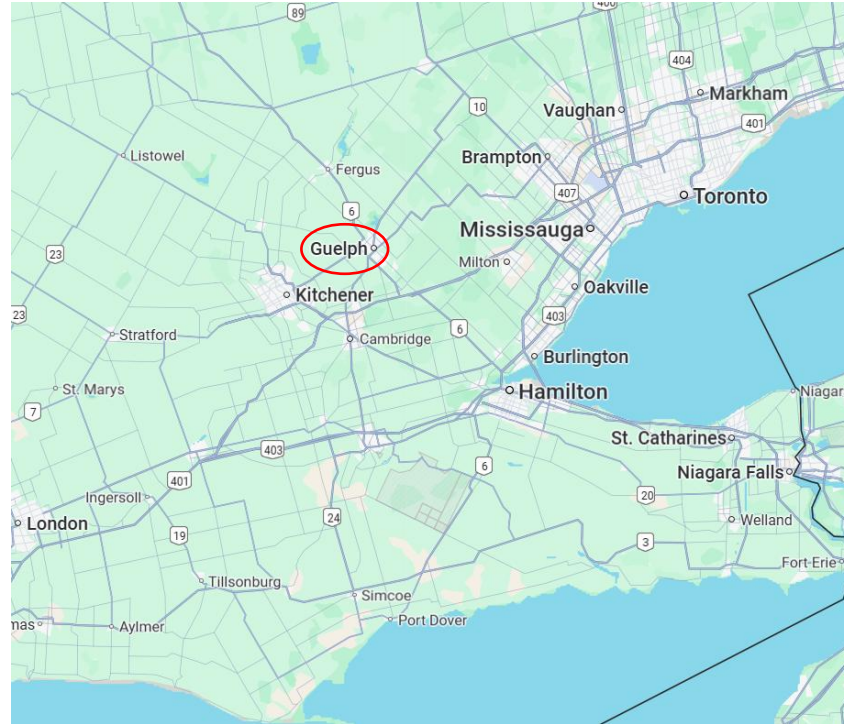


Jackie Kay

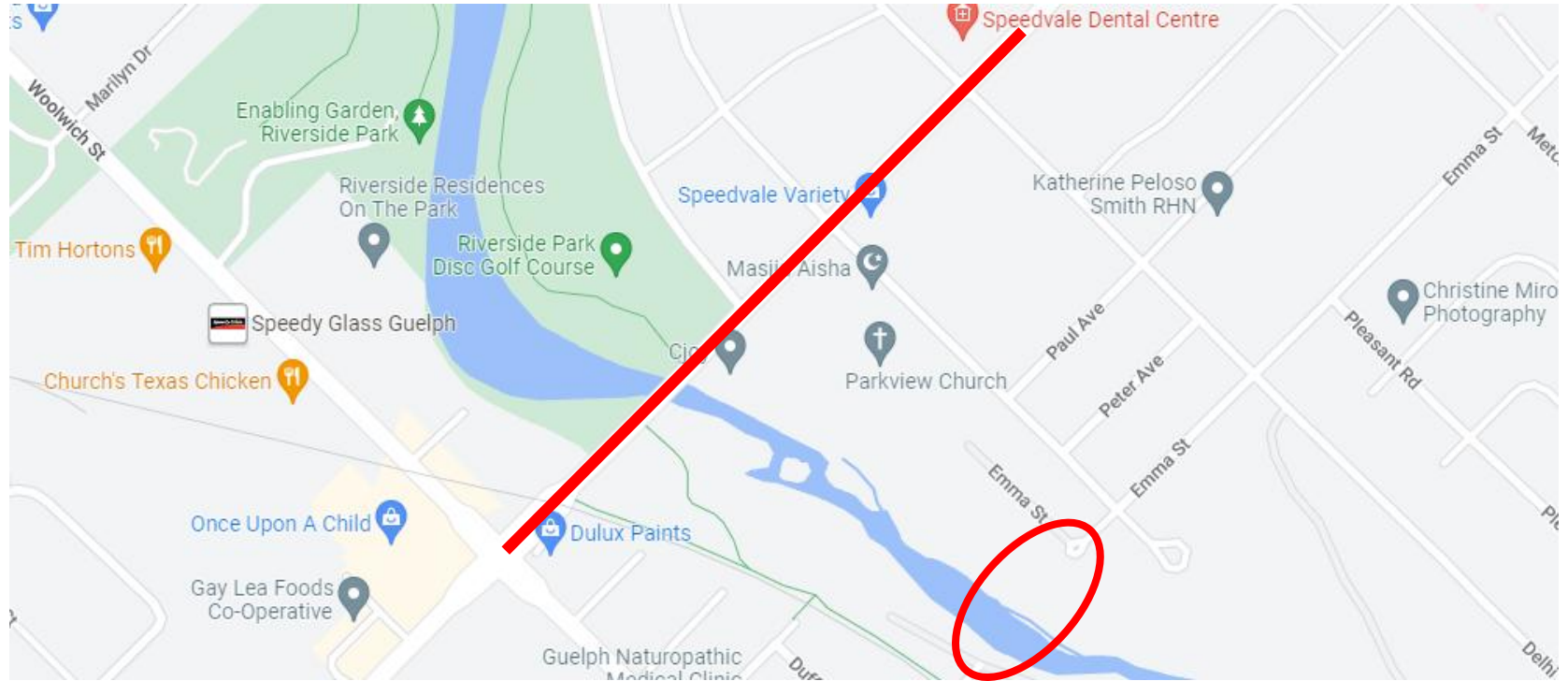
November 13, 2025

london.ca

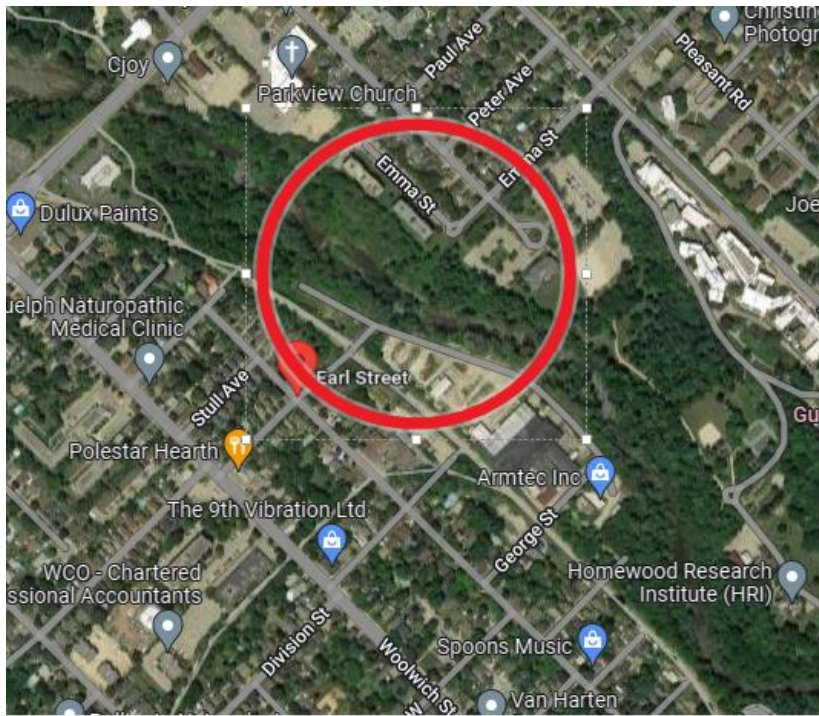
Location



Location



Why a pedestrian/cycling crossing?



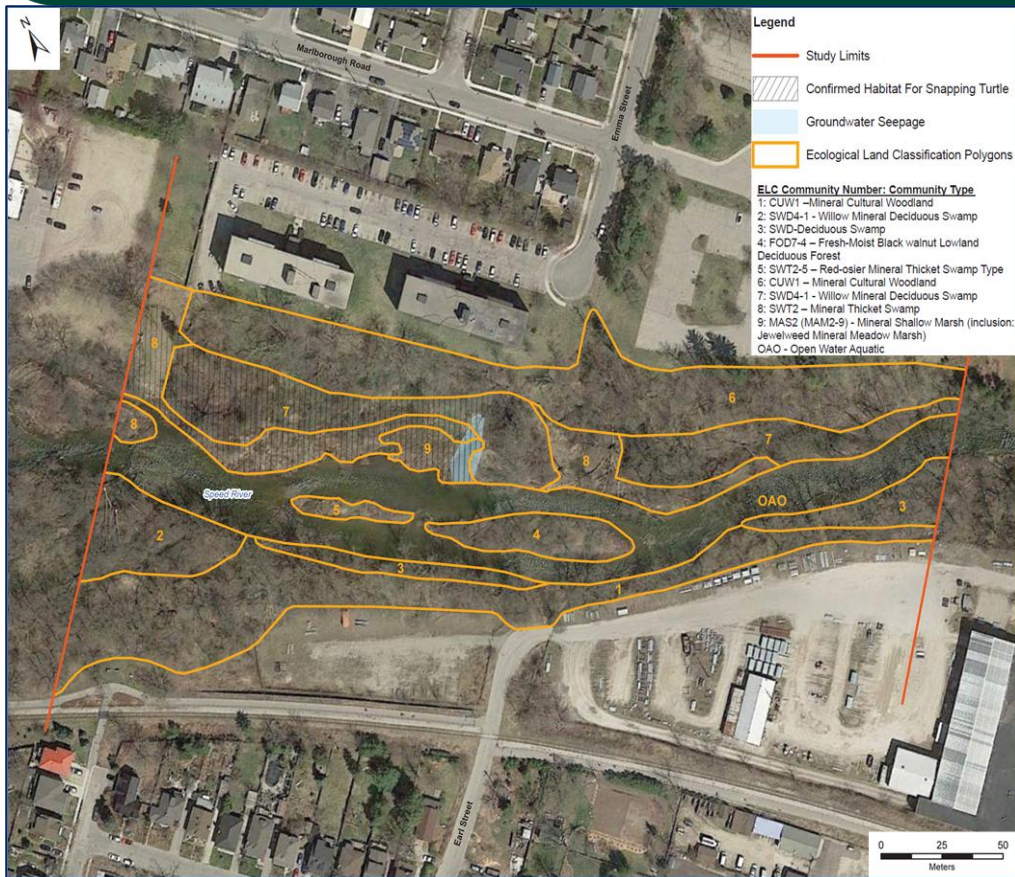
- Speedvale Avenue corridor between Manhattan Court and Woolwich Street is too narrow to accommodate cycling facilities
- Background Studies
 - Trail Master Plan
 - Local Growth Management Strategy



Opportunity Statement

“The Emma Street to Earl Street bridge shall ultimately be designed as a pedestrian and cycling bridge, that provides a car free route for cyclists and pedestrians traveling between downtown and the north-east corner of the City of Guelph, with the least impact on the natural environment within Speedvale River Valley.”

Natural Heritage System



Snapping Turtle



Great Blue Heron



Cut-Leaved
Coneflower



Archaeological Assessment





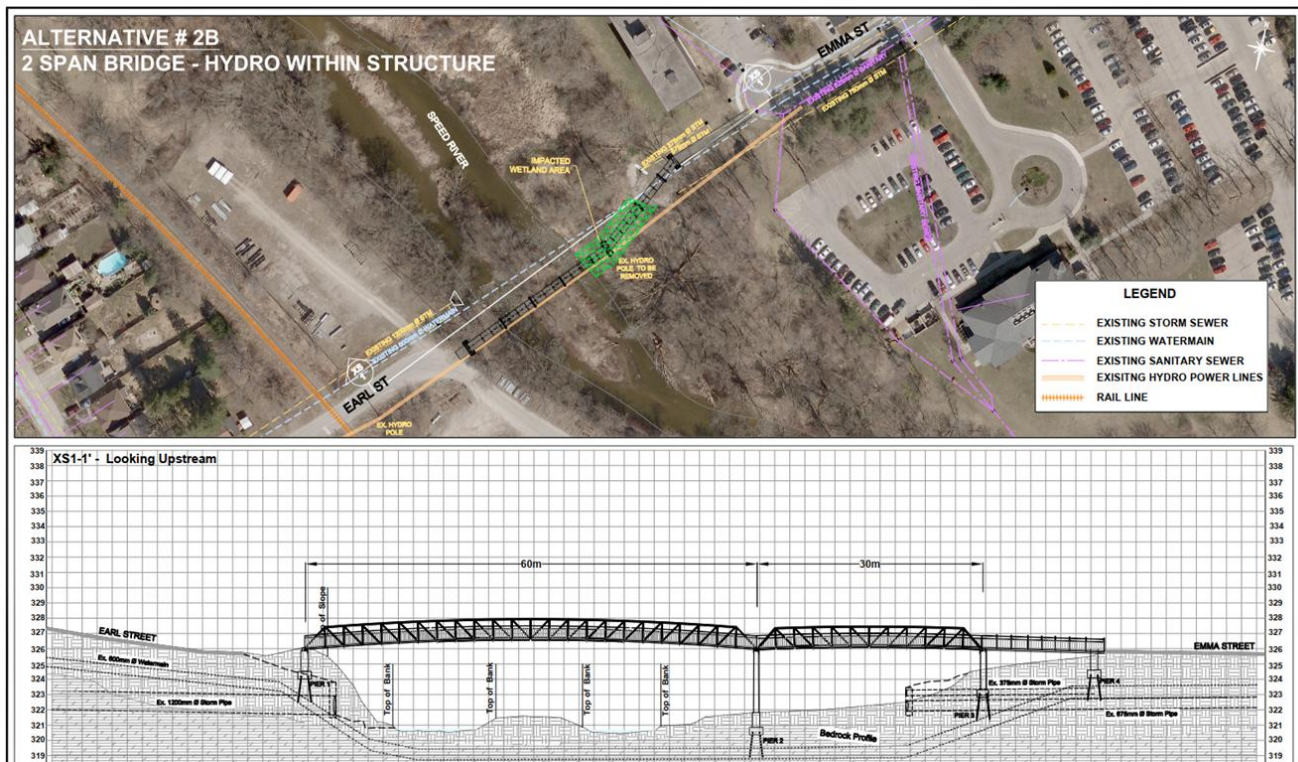
Design Alternatives

- Do Nothing
- Alternative 1 – Single span bridge
- Alternative 2 – Two span bridge
 - A) Including hydro relocation
 - B) Incorporate hydro within bridge
- Alternative 3 – Three span bridge

Evaluation Criteria

Evaluation Criteria	Do Nothing	Alt 1 – Steel Cable Suspension Single Span	Alt 2a – Steel Box Truss – Double Span – Hydro Relocation	Alt 2b – Steel Box Truss – Double Span – Hydro within Structure	Alt 3 – Steel Box Truss – Triple Span
Physical and Natural	11	10	7	10	3
Social and Cultural	6	13	12	12	11
Technical & Engineering	10	11	10	10	7
Economic	8	2	5	5	5
Total	35	36	34	37	26
Ranking	3	2	4	1	5

Preferred Alternative





After the study was completed.....

- Part II Order – 2019
- Section 16 – 2022
- Design started - 2023
 - Stage 2 Archaeological Assessment
 - Land acquisition
 - Geotechnical investigation
 - Tree removal
- MECP review during construction - 2025



Construction



Construction

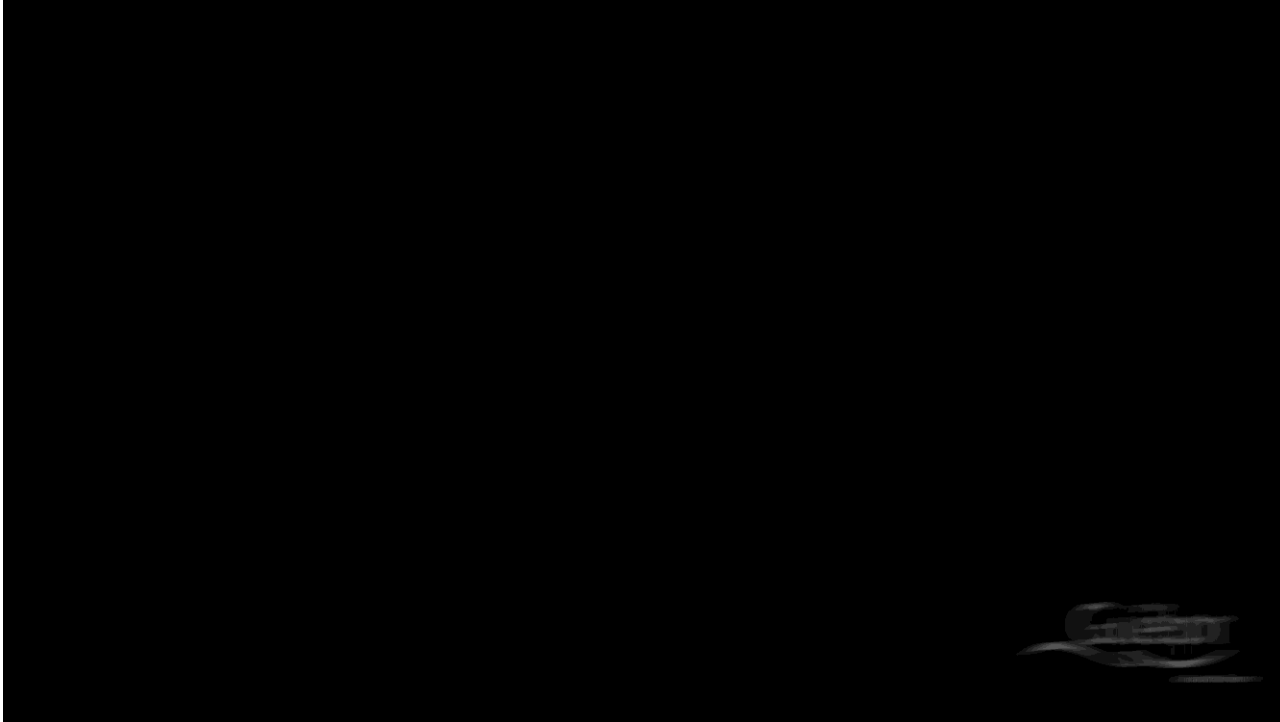


Construction





Construction



Questions?

