

How We Got Here

The Detroit River International Crossing (DRIC) study team has completed detailed technical studies on the five access road Practical Alternatives, originally presented in March 2006 (two at-grade, end-to-end tunnel and two below-grade) and the Parkway alternative presented in August 2007. This assessment was based on seven major factors – air quality, community and neighbourhood impacts, land use impacts, cultural resources impacts, natural resources impacts, regional mobility, and cost and constructability. In addition, the study team conducted extensive community consultation on these alternatives at nearly 300 meetings with thousands of Windsor-Essex County residents, community groups, experts, local elected officials, and other government agencies.

At-grade Alternatives

The DRIC study team listened to the communities' concerns about a standard highway design and the need to protect communities. The at-grade alternatives with service roads on either one or both sides of the access road were removed from further study in August 2007.

End-to-End Tunnel Alternative

The DRIC study team responded to the communities' calls for an analysis of an end-to-end tunnel. The study team carefully examined this alternative and found that other alternatives offered similar benefits with less complex construction and fewer associated risks to schedule and overall project costs. The end-to-end tunnel alternative was removed from further study in August 2007.

Below-grade Alternatives

The below-grade alternatives with service roads on either one or both sides were determined to be the best overall solutions of the original five alternatives based on the seven major evaluation factors. They provided opportunities for entrance points for local traffic, reduced impacts of international traffic on neighbourhoods and improved the aesthetics of the corridor by reducing the visibility of traffic for the adjacent communities.

The Parkway – August 2007

A Parkway alternative was developed and presented to the community for feedback in August 2007. This alternative was based on refinements to the below-grade alternatives and reflected the study goals and public feedback received to date. The Parkway subsequently underwent technical analysis to the same level of detail as the initial five Practical Alternatives. These studies combined with community input, including the GreenLink proposal, lead to the development of The Windsor-Essex Parkway.

The Windsor-Essex Parkway

The Windsor-Essex Parkway expands on the concept put forward in Parkway 2007. It takes international traffic off local streets, provides 11 tunnels, separate service roads for local traffic, over 20 km of new trails, and extensive green space. Its estimated cost is \$1.6 billion (2011 dollars). This is almost \$0.6 billion - \$1 billion more than the least expensive standard highway design alternative the study team examined. Improvements over the Parkway alternative presented in August 2007 include:

- additional green space and overall more tunnel length
- a new 240 m (787 ft) tunnel in the vicinity of Oliver Estates community
- a new 200 m (656 ft) tunnel in the vicinity of the Spring Garden community
- an increase in length to the Hearthwood Place tunnel from 165 m to 220 m (541 ft to 721 ft).

The Windsor-Essex Parkway will be a key component for a safe, efficient and sustainable border transportation system that will help create a better quality of life, get trucks off local streets, improve the flow of traffic, and carry goods to market in a timely and secure manner.

Details about the analysis of the initial five Practical Alternatives are available at www.partnershipborderstudy.com.

For more information on The Windsor-Essex Parkway visit www.weparkway.ca

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