

Ontario's Top Highway Projects

The Windsor-Essex Parkway will be the most expensive single highway investment made in Ontario history. It reflects a commitment by the Governments of Ontario and Canada to build the right solution. It is one-of-a-kind in terms of the scale and uniqueness of its community enhancement features for any highway, anywhere in Ontario. It provides for the safe, efficient and timely movement of border-bound traffic and goods while directly addressing community concerns and goals.

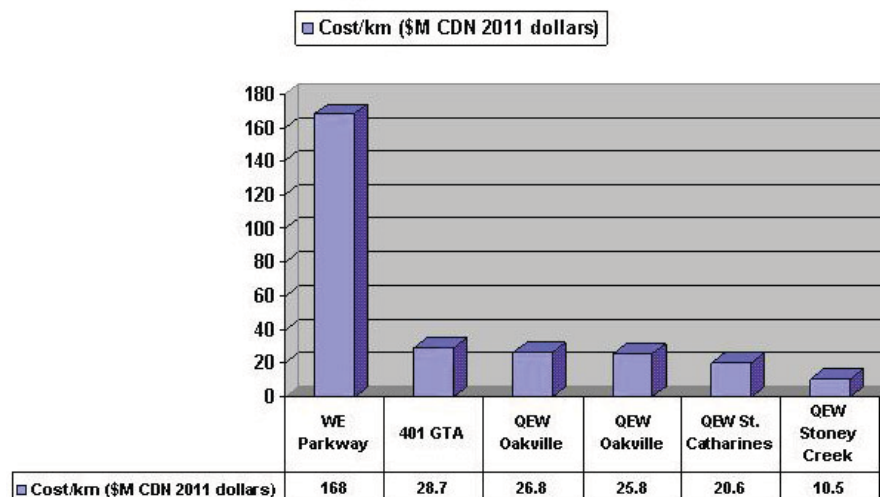
On a per kilometre (km) basis, when compared to other needed highway improvements that have taken place and adjusted to 2011 dollars, The Windsor-Essex Parkway is unprecedented. It is well over five times more expensive than any other highway project in the history of Ontario.

The Windsor-Essex Parkway includes 11 tunnelled sections on the below-grade roadway with at least 20 interchange ramps at key locations and at least 240 acres of green space with more than 20 km of recreational trails. It also includes parallel service roads that will provide full access to schools, neighbourhoods, natural areas and shopping.

Windsor plays host to Canada's busiest border crossing. The need to provide a modern, efficient and seamless gateway influences the cost of The Windsor-Essex Parkway. The fragile state of the border transportation system has resulted in delays and increased costs for industry which are then passed on to consumers. The Detroit River International Crossing study team is committed to improving the situation of trucks travelling on local streets and through residential areas. The Windsor-Essex Parkway is needed to reconnect communities, provide additional green space for families to enjoy while minimizing environmental impacts and achieving transportation objectives.

The chart below compares The Windsor-Essex Parkway's cost per km of \$168 M/km to the five next most expensive cost per km projects ever carried out in Ontario. All costs have been inflated to 2011 dollars to allow for a direct comparison between projects. This chart shows that The Windsor-Essex Parkway will be the most expensive highway ever built in Ontario on a cost per km basis. For more details on Ontario's top most expensive highway construction projects see the expanded chart on the following page.

The Windsor-Essex Parkway Compared to Ontario's Most Expensive Highway Projects on a Cost/km Basis



Note: This chart was examined historically and includes information on costs that include project costs inflated to 2011 dollars for comparison to The Windsor-Essex Parkway cost estimates which are presented in 2011 dollars. The same inflation factor used for the Parkway was used to determine these numbers. The example above is based on a Parkway connection to Plaza A. If Plaza B were to be selected, the cost/km would be \$139M and if Plaza C were to be selected the cost/km would be \$132M. The Windsor-Essex Parkway estimate includes engineering costs.

Ontario's Most Expensive Highway Construction Projects - May 2008

Hwy	Work type and location	Length (km)	Construction Cost (\$M): 2011 dollars	Cost/ km (\$M): 2011 dollars	Work details
Ontario highway expansion projects (top in value)					
401	The Windsor-Essex Parkway through Tecumseh, LaSalle and Windsor	9.5	1,600	168	Eleven tunnelled sections on a below-grade roadway with at least 20 interchange ramps at key locations and at least 240 acres of green space with more than 20 km of recreational trails and parallel service roads.
QEW	4 to 6 lane widening through the City of St. Catharines (Seventh St. to Garden City Skyway)	9.4	193.7	20.6	Widening of the QEW from four to six lanes, from 1.1 km west of Seventh Street, easterly to Bunting Road for 9.4 km, including the installation of tall wall barrier, new storm drainage system, reconstruction/re-configuring interchange ramps, rehabilitation, widening or replacement of bridges and new lighting.
QEW	6 to 8 lane widening through the Town of Oakville (Third Line to Trafalgar Rd.)	6.0	154.6	25.8	Widening of the QEW from six to eight lanes to accommodate a High Occupancy Vehicle (HOV) Lane in each direction from Trafalgar Road westerly 6.0 km to Third Line. Work will also include the rehabilitation of the 16 Mile Creek eastbound bridge and the replacement of the 4th Line underpass.
QEW	4 to 6-lane widening from 1.1 km W. Victoria Ave. to Casablanca, between Stoney Creek and Vineland	14.0	147.3	10.5	Project started in 1995 and completed in 1998. Tender Price Index (for construction cost inflation) applied to the original value of \$71M, to adjust to 2007 dollars.
401	Expansion of core collector, from 1.9 km E. Meadowvale Rd. to 1.5 km E. of Whites, through GTA	4.6	132.2	28.7	Project completed in 1996. Detail design would have been included in the cost. Tender Price Index (for construction cost inflation) applied to the original value of \$64M, to adjust to 2007 dollars.
401	4 to 6 lane widening from Hwy 3 to Manning Rd., in the Windsor to Tilbury corridor (Phase 4 of 5)	13.2	116.2	8.8	Widening of Highway 401 from four to six lanes, that also includes reconstruction of ramps at the Provincial Road, Dougall Parkway interchanges, realignment of Provincial Road, construction of a new underpass for Dougall Parkway north-east ramp, replacement of overpasses at Walker Road, Case Overhead and Provincial Road, and rehabilitation of North Talbot Road, 9th Concession Road, Essex County Road 17 and Essex County Road 43 underpass structures.
QEW	6 to 8 lane widening through the Town of Oakville (Burboak Dr. to Third Line)	4.0	107.2	26.8	Widening of the QEW from six to eight lanes to include High-Occupancy Vehicle (HOV) lanes in each direction from Third Line to Burboak. Work will include reconstruction of the Bronte Road interchange with a realignment of Bronte Road to the east and rehabilitation of the existing Bronte Creek Bridge.
69	New 4-lane highway, from Hwy 537 to Sudbury, south of Sudbury	8.8	83.5	9.5	Widening of Highway 69 from two to four lanes, from 0.3 km north of Highway 537 northerly for a distance of 8.8 km. Work will include a new structure underpass at highway 537 and overpass at Wanup Pt Entrance Road.
11	New 4-lane highway, from Sundridge to South River	8.6	79.9	9.3	This contract is for the fourth of five contracts for the four laning of Highway 11 from 3.8 km south of Highway 124 to 1.0 km south of Boundary Road. Work will also include the construction of seven new structures.

Note 1: 3% compounded annual inflation factor used to bring 2007 to 2011 dollars. Note 2: Project values include construction admin, but not engineering and design (unless otherwise noted)

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