

Construction - The Next Six Months

Since the Windsor-Essex Parkway construction started in August 2011, the Windsor Essex Mobility Group (WEMG) and Parkway Infrastructure Constructors (PIC) have been working on an aggressive schedule. To minimize the length of time that the Parkway takes to complete, construction will be ongoing simultaneously throughout the project area. We want to work as quickly as possible to complete construction so that residents and travellers can start realizing the Parkway's many benefits.

Utility and Sewer Relocations

A major effort to relocate utilities has been underway since September and will continue over the next few months. The work is mainly being conducted by the utility companies with coordination from WEMG and PIC crews. This includes hydro, gas, sanitary sewer, cable television, water and phone lines. Temporary overhead utility lines are being built above the Parkway and alongside the existing Highway 3/Huron Church Road corridor. These temporary utilities will be relocated underground on the tunnel tops once construction of the tunnel structure is completed. You can expect to see work between Spring Garden Road and Cabana Road as well as work in several areas of LaSalle and Tecumseh.

The sanitary sewer between Spring Garden Road and Second Street is being constructed to remove the need for a sanitary sewer crossing of the below-grade freeway.

Tunnels and Bridges

Construction of Bridges 7, 9, 10, 11 and 15 (see below for location details) and the Labelle, Hearthwood, Oliver Estates, and Villa Borghese Tunnels will begin shortly. Tunnel and bridge construction requires excavation of the roadbed to various depths and in some cases, as deep as nine metres. Pile driving for these structures will follow. Once the pile driving is complete, the structures can be built on top with the road being built inside the tunnels and on top of the bridge structures.

Pile Driving

Tunnel and bridge construction also requires steel piles be driven in the ground down to bedrock for support. Pile driving is noisy and, in some instances, causes noise and vibration beyond the project limits. Pile driving will be limited to daytime hours and, to reduce impact to residents in adjacent areas, we are looking at limiting pile driving to no more than three or four weeks in one area at any one time.

Pile driving for the Parkway tunnels and bridges begins in December. The following schedule is currently expected:

December:	North Talbot Road Bridge (Bridge 15)
January:	Bridge 10 (west of St. Clair College)
February:	Bridge 9 (east of Huron Church Line) Villa Borghese Tunnel (Tunnel 7) Hearthwood Tunnel (Tunnel 10B) Oliver Estates Tunnel (Tunnel 11)
April:	Labelle Tunnel (Tunnel 2)
July:	Bridge 7 (Labelle Street and Lambton Road)

Diversions

Four lanes of traffic – two in each direction - will be maintained along the Huron Church Road/Highway 3 corridor during core travelling hours throughout construction. Reductions to one lane in each direction will be required for certain operations during late night hours.

The use of temporary diversions (on-site temporary roads built to move traffic around construction activities) will assist in maintaining traffic flow. Road diversions will be built north and south of the existing Highway 3/Huron Church Road corridor between Howard Avenue and E.C. Row Expressway. The diversions will carry traffic while construction of the tunnels and bridges is underway.

Temporary traffic diversions will be constructed over the next eight months after the construction area is prepared through vegetation removal and topsoil stripping. The diversion locations are:

Diversion	Between	To connect	To allow
1	Bethlehem Ave and Lambton Rd	Spring Garden Rd and Lambton Rd	Construction of the Labelle Tunnel (T-2)
2	New Highway 3 to the East	New Highway 3 to the East	Construction of Grand Marais Tunnel (T-3) and Bridge B-7 (west of Grand Marais Rd)
3	New Highway 3 to the East	New Highway 3 to the East	Construction of Oakwood Tunnel (T-5) and Bridge B-8 (east of Pulford St)
4	New Highway 3	New Highway 3	Construction of Bridge B-9 (between Cabana Rd and Geraedts Rd) and Bridge B-10 (West of St. Clair College) and Todd/Cabana Tunnel (T-6)
5 and 7	New Highway 3	New Highway 3	Partial construction of Hearthwood Tunnel (T-10B) and construction of Oliver Estates Tunnel (T-11) and Bridge B-11 (west of Howard Ave).
6	New Highway 3	New Highway 3	Future construction of Bridge B-12
8	Huron Church Line to New Highway 3	Huron Church Line to New Highway 3	Villa Borghese Tunnel (T-7)

To stay up-to-date about Parkway traffic, we encourage you to watch for public notices printed in local papers, road signs, letters delivered to your mailbox, updates on www.weparkway.ca and updates on our twitter feed at www.twitter.com/WEParkway.

Drains and Stormwater Management

The next six months will see work on the temporary McKee Drain culvert and temporary diversion for the Basin Drain at the west end of the project limits. Work on the realignment of the Wolfe Drain will also begin on the north side of Highway 3 from Cousineau Road to Howard Avenue. Construction of four stormwater management ponds will also begin during the next six months.

Highway 401 and Highway 3

Widening of Highway 401 that started on August 20, 2011, is now complete. The widening connects the previously widened section of Highway 401 and the new Parkway. The extension of Highway 401 between Highway 3 and Howard Avenue will begin during this six month period. Work at Highway 3 includes construction of the new Howard Avenue Diversion which will take traffic from Laurier Parkway to the new Highway 3/Highway 401.

The new service road alignment that will carry local traffic once the Parkway is complete will be called Highway 3. Crews will begin construction of Highway 3 on the east side of the project in LaSalle. Construction of the new roundabout on Highway 3 has been ongoing since October. During the next six months, Highway 3 will be realigned through the roundabout from the east end of the project to east of Howard Avenue.

Ojibway/Malden/Matchette Area

Wick drain installation has been ongoing in the west end of the Parkway. Wick drains are man-made drainage paths to allow faster settling of certain types of soils and provide greater strength in areas where a significant amount of fill will be placed. Following a successful wick drain trial this fall, crews began installing the remaining wick drains for the freeway portion of the Parkway that will be incorporated with E.C. Row Expressway. Clearing and grubbing, granular placement and wick drain installation will continue over the next six months. Once the wick drains are installed, fill will be placed to build up embankments and the area will be ready for road construction and paving.

A closure of the ramp at Matchette Road and E.C. Row Expressway is proposed to allow for the installation of more wick drains. Should this closure take place, it could last two years with designated detour routes in effect. Consultation on this proposed closure is ongoing.

Landscape and Trail Master Plan

During the Detroit River International Crossing (DRIC) study, the community was consulted on what they wanted to see included in the Windsor-Essex Parkway's green space. Input received helped shape the *Urban Design and Landscape Plan* developed during the Environmental Assessment process.

The Windsor-Essex Parkway provides more than 300 acres of green space with landscaped areas, ecological protection and restoration areas, and 20 kilometres of multi-use trails. These general landscape components are now being further defined through the Windsor Essex Mobility Group's (WEMG) *Landscape and Trail Master Plan* and through the detailed design process.

Since January 2011, WEMG and Parkway Infrastructure Constructors (PIC) have consulted with key stakeholders and the public on landscaping through meetings, Public Information Open Houses and workshops. This consultation has helped move the plans from concepts to the current stage of detailed design and construction drawings. Comments related to the landscape treatment have been recorded and considered in the design process.

To date, more than 800 residents have participated in the Windsor-Essex Parkway consultation events, with considerable interest in and support for the concept plans put forward for the trails, tunnel tops and other landscape features. Participants at these events were encouraged to comment on the following:

- landscape treatment of gateways and tunnel tops
- public art opportunities
- trail system (including lighting, bridges, connections and amenities)
- appearance of noise barriers, retaining walls and screening landscapes
- vegetation preservation and habitat enhancement measures
- opportunities for community involvement and partnerships.

Key comments related to the *Landscape and Trail Master Plan* components received to date include:

- generally positive support
- consideration of user safety
- importance of visual screening and noise mitigation
- endangered plant and wildlife species protection
- desire to connect the Parkway trail system to existing trails and community recreation facilities
- support for an aesthetic treatment for the noise barriers and retaining walls
- support for the integration of public art elements and interpretation/education opportunities.

Themes

A "Carolinian" theme, which received public support during the DRIC study, is being carried through as the primary theme for the green space. The Carolinian life zone is Canada's most diverse and most threatened ecosystem. The proposed landscape treatment merges ecological sensitivity with a contemporary approach that recognizes the urban context. The landscapes serve to protect and expand adjacent natural areas through the reinstatement of Tallgrass Prairie and Oak Savannah.

Aesthetic Treatment of Structures

The design of the noise barriers, retaining walls and tunnel parapets includes an aesthetic surface treatment that further evokes the prairies and oak savannah themes, while considering constructability and long-term maintenance issues. The noise barrier design is stylized to represent grasses with a soft buff coloured surface. The retaining walls located adjacent to the below-grade freeway are stylized to represent oak woodlands and grasslands.

Lighting

In accordance with commitments made within the approved DRIC Environmental Assessment Report, all illumination on the Parkway (Highway 401, Highway 3 and the trail system) will be full cut-off lighting. The lighting fixtures will meet dark sky compliant lighting requirements for ultimate highway and trail illumination as well as for the temporary roadway diversion illumination.

Vegetation Removal

Clearing and grubbing is taking place as part of the work required to prepare the corridor for construction. This activity requires the removal of former landscaped areas, including trees that are in areas of the corridor being redeveloped as part of the Parkway.

Existing trees are being preserved, where possible, in specific areas where construction activities do not require their removal. Preserved trees must be native to the area, be in good health, and fit the proposed ecological landscape as described in the Landscape and Trail Master Plan.

Screening

In strategic locations, the Parkway plans provide for planting buffers to screen views of the freeway from residences and the trail system. These screening landscapes will be a mix of deciduous and coniferous trees and will include flowering and fruiting shrubs with vibrant fall colour that are native to southern Ontario. The plant material will be selected to be compatible with the adjacent ecological landscapes.

Pedestrian Trail Bridges

To address feedback about trail bridge visibility and technical design elements, trail underpasses are being considered for the pedestrian crossings of:

- Trail Bridge 1 at Bethlehem Avenue (Tunnel Top 2)
- Trail Bridge 2 at Lambton Street (Tunnel Top 3)
- Trail Bridge 5 at Huron Church Line (Tunnel Top 7).

Next Steps

The Landscape and Trail Master Plan is continuing to move from themes and concepts to detailed design. The Public Information Open House currently planned for spring 2012 will focus on the Landscape and Trail Master Plan to obtain feedback on the detailed design.

Drains and Stormwater Management

Municipal Drains

A municipal drain is simply a drainage system created under the *Drainage Act*. Municipal drains can include structures such as stormwater management ponds, culverts and bridges. Municipal drains are constructed to improve drainage and to remove excess water. They are a vital component of the local infrastructure.

Stormwater Management

In accordance with commitments made in the Detroit River International Crossing (DRIC) Study Environmental Assessment Report, stormwater management ponds will be constructed within the Windsor-Essex Parkway footprint. A stormwater management pond is a man-made basin or depression designed to collect rainfall runoff from a variety of sources including ditches and storm sewer systems. The ponds contain the runoff for a period of time (referred to as extended detention) to help control the rate at which stormwater enters a receiving watercourse. This is to help mitigate any increase in flooding potential. Stormwater management ponds are also designed to provide the opportunity for sediment to settle out, achieving improved water quality.

Where will the ponds be located?

- Pond 1 - southwest quadrant of the Howard Avenue Diversion roundabout and will discharge into the roadside ditch along the Howard Avenue Diversion.
- Pond 2 - north of Highway 3, just east of Cousineau Road and will discharge into the realigned Wolfe Drain.
- Pond 3 - south side of Highway 401, opposite to St. Clair College and will discharge into the Cahill Drain.
- Pond 4 - east of Todd Lane and will discharge into the Lennon Drain.
- Pond 5 - south of Bethlehem Avenue and will discharge into the Marentette Mangin Drain.
- Pond 6 - west gateway area and will discharge into the McKee Drain.
- Pond 7 - east of Malden Road and will discharge into the Basin Drain.

How will mosquito production be mitigated?

- Naturalized ponds have been designed with deep permanent pools which promote a habitat and ecosystem that supports predators of mosquito larvae. Stagnant water, which favours mosquito production, will be minimized as the pond design will promote water flow and circulation.
- Typically, dense aquatic plants form growth that helps hide mosquito larvae and stops mosquito predators from accessing the larvae. Vegetation selected to stabilize and naturalize the Parkway ponds will limit the establishment of dense aquatic plants while promoting aquatic plants that benefit fish cover.
- Some trees may be planted around the perimeter of the ponds, providing cover that benefits fish production. However, the number of trees around the perimeter will be limited as they may generate food sources and cover for mosquito larvae.

Drains

The following describes the proposed works associated with the drains in the Parkway corridor. In general, the purpose of the drains is to move water along or across the Parkway to prevent flooding of the below-grade freeway.

Grand Marais Drain (Turkey Creek)

Approximately 900 meters of concrete low flow channel lining downstream of the Parkway will be removed to improve fish habitat and overall ecosystem health. The existing concrete channel will be replaced with a naturalized low flow cross section and meander pattern. The low flow channel will meander back and forth within the base of the Grand Marais Drain to provide a riffle and pool habitat sequence, and water depth variations.

The naturalization and improvement of the Grand Marais Drain (Turkey Creek) will result in a predicted increase of 8 cm in the 100-year storm water level based on the regulatory flow. This increase is well contained within the channel and there will be no adverse impact on the City of Windsor storm sewer system relative to the existing condition.

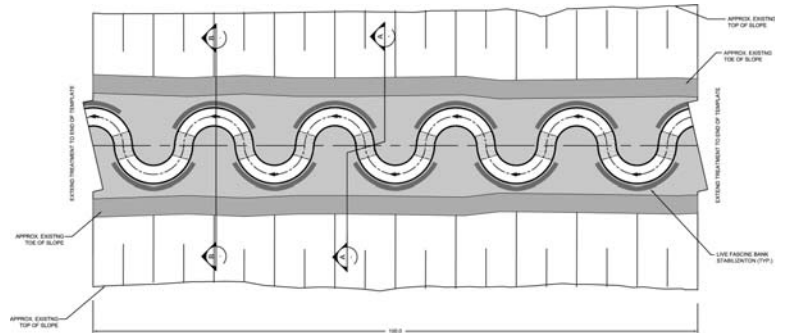
Lennon Drain

The Lennon Drain realignment has been designed to handle the 100-year storm event without adversely impacting the Parkway or the neighbouring communities. The Lennon Drain Fish Compensation Pond will be a large (1.9 ha) permanent fish habitat complex consisting of deep water pools and shallow shore areas. The pond will provide fish species with a safe environment for lifecycle processes including spawning, foraging and rearing.

Wolfe and Cahill Drains

The Wolfe and Cahill Drain realignment (approximately 3,400 m in length) has been designed using natural channel principals to handle the 100-year storm event without adversely impacting the Parkway or the neighbouring community. Where feasible, culverts along the realignment have been designed using fish-friendly methods. Similar to the Grand Marais Drain, the low flow channel will meander back and forth to provide a riffle and pool habitat sequence, and water depth variations.

Stormwater Management Pond 2 and a fish habitat compensation pond complex are located along the Wolfe Drain just east of Cousineau Road. Stormwater Management Pond 2 will receive and treat runoff from the Parkway corridor. Low flows from the pond will run into the fish habitat pond complex providing improved water quality and assisting in maintaining the design wetted area. A second fish habitat compensation pond complex will be located immediately east of Howard Avenue.



Example of meander flow pattern

Submerged Culverts

Two submerged culverts, one on the Cahill Drain and one on the Lennon Drain, are required to maintain the flow of these watercourses across the Parkway. They are submerged because they cross beneath the below-grade freeway. The Cahill Submerged Culvert will consist of three 3.0m diameter pipes and the Lennon Submerged Culvert will consist of three 2.4m diameter pipes. They have been designed to ensure that a blockage of any pipe will not result in flooding of the Parkway. Both submerged culverts will also have an inlet structure and an outlet structure. The inlet structure is designed to control the flow in each pipe so that there is no increase in peak flow in the watercourse downstream. The outlet structure is designed to control the discharge and direction of flow.

If you have any concerns regarding construction of the Parkway, please contact or visit the Public Liaison Office at 1-877-937-5929, 2187 Huron Church Road Suite 340, or wep-plo@wemg.ca.

Please visit www.weparkway.ca to learn more about the Windsor-Essex Parkway. Updates will be posted on Twitter (www.twitter.com/WEParkway) and photos and videos will be posted on Flickr (www.flickr.com/weparkway) and YouTube (www.youtube.com/weparkway).

Haul Routes and Construction Stockpiles

During the building of the Windsor-Essex Parkway, project vehicles will travel inside and outside of the construction zone carrying excavated earth, materials and equipment.

Designated Haul Routes

Parkway construction traffic will use designated haul routes to minimize community impacts, traffic congestion and wear and tear on existing infrastructure while maximizing public and construction safety.

Parkway construction traffic will respect restrictions on truck movements that are in place in the City of Windsor and Essex County. The primary haul routes for construction traffic will be Howard Avenue, Highway 401, Huron Church Road/Highway 3, and E.C. Row Expressway (as well as the project diversions and detours). Designated haul routes will be maintained and cleared of tracked mud.

Haul Route Construction

- Haul routes will be gravelled or paved to the extent possible.
- Where unsurfaced roads are used they will be kept in compacted condition.
- Any necessary repairs, maintenance, or grading of haul roads will be carried out promptly.

Stockpiles

Based on the design work completed to date, it is anticipated that approximately 3,900,000 cubic metres of earth will be excavated within the corridor. As much of the excavated material as possible will be used on the project site. Excavated material will be stored using temporary stockpiles. There are 11 stockpile locations that may be used. They are located throughout the Parkway footprint.

All temporary stockpile locations have been screened to identify potential environmental constraints and any other natural heritage features, archaeological and cultural heritage resources or for the presence of waste material or contamination from historical activities with appropriate mitigation measures in place.

For additional information on the location of the stockpiles please see the map located on the reverse.

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Public Liaison Office - How to Stay Informed

The Windsor Essex Mobility Group's (WEMG) Public Liaison Office is your main point of contact for Windsor-Essex Parkway information. It is also the place you can contact should you have any questions or concerns related to construction.

We know and appreciate the amount of time it takes to provide your comments and concerns. That is why we make every effort to acknowledge inquiries within 24-hours, providing a response within five business days or less.

What We've Heard at the Public Liaison Office

To date, we have received over 500 inquiries from the community. Topics include information about upcoming construction activities, traffic impacts and road closures, noise and pile driving, mitigation measures, trees and vegetation removal, community safety, community meetings and design input.

How to Stay Informed

There are many ways that you can stay informed, find out the facts, ask questions, or submit comments.

- Call 1-877-WE-PKWAY (1-877-937-5929) to talk to WEMG project staff or to listen to pre-recorded messages about the latest project details.
- Drop by 2187 Huron Church Road Suite 340 from 8:30 a.m. to 4:30 p.m. – Monday to Friday.
- Visit www.weparkway.ca for up-to-date information about construction activities and road closures.
- Follow us on Twitter at www.twitter.com/WEParkway for real-time updates.
- View project-related videos and photos at www.youtube.com/weparkway and www.flickr.com/weparkway.
- Receive project updates by joining the Windsor-Essex Parkway email list. Sign-up through the website or at public meetings.
- Attend quarterly neighbourhood and business meetings.
- Contact the Ministry of Transportation's Windsor Border Initiatives Implementation Group office at 519-973-7367 or at detroit.river@ontario.ca.
- Look for information in our quarterly community newsletters, in public notices published in local newspapers and in construction notifications.

Complaints Management Protocol

WEMG has a protocol in place to address inquiries and complaints received during the construction of the Windsor-Essex Parkway. The protocol can be viewed online at www.weparkway.ca.

Our key commitments to you include:

- treating all inquiries with courtesy, respect, honesty and professionalism, listening and asking for clarification if necessary
- acknowledging all inquiries within 24-hours on regular business days
- responding in the form preferred by the inquirer
- recording all inquiries through the public inquiry management database.

WEMG and our project partners are committed to being good neighbours, and we will work to answer your questions and resolve your concerns.