

## Temporary Road Closure Notice - Outer Drive

As part of the work that is currently taking place on the Howard Avenue Diversion, Parkway Infrastructure Constructors (PIC) needs to close a portion of Outer Drive, south of Highway 3 in Tecumseh.

This temporary closure will take effect October 24, 2011, and will be in place for approximately two years. This temporary closure is required to accommodate construction of the roundabout and the associated connecting routes at the east end of the Windsor-Essex Parkway project.

Travellers who use this section of Outer Drive are asked to seek alternate routes.

You can still access all businesses on Outer Drive during the closure. More information about the closure can be found at [www.weparkway.ca](http://www.weparkway.ca).



Scan the barcode with your smart phone to view a time lapse video of the North Talbot Road Bridge demolition. If you don't have a smart phone, visit our YouTube channel at [www.youtube.com/weparkway](http://www.youtube.com/weparkway) to watch.

## It's Official – Construction is underway!

With all the work taking place along the Highway 3/Huron Church Road corridor, it is clear that construction of the Windsor-Essex Parkway is officially underway.

At a groundbreaking ceremony held at the corner of Howard Avenue and Highway 3 on August 18, delegates from all levels of government and local business owners celebrated the start of construction of the Windsor-Essex Parkway.

The weekend of August 20 saw the closure of Highway 401 eastbound between Highway 3 and Provincial Road and westbound between Manning Road and Highway 3 starting at 3:00 a.m. to allow demolition of the North Talbot Road Bridge over Highway 401. The North Talbot Road Bridge needs to be replaced to accommodate the widening of Highway 401 from four to six lanes as part of the Parkway project. Crews worked round the clock to get the bridge demolished and were able to finish ahead of schedule. Highway 401 was reopened to traffic by 4:30 p.m. on Sunday, August 21. Work is continuing on the widening of this portion of Highway 401.



*An artist rendering of the future east end of the Parkway near the Highway 3 roundabout.*



*Left: Parkway crews work to remove the North Talbot Road Bridge over Highway 401.*

Since then, crews have been preparing the rest of the corridor for the next phase of construction. Work that has been taking place includes:

- completion of demolition activities
- utility relocations
- wick drain trials
- clearing and grubbing

Work has also begun on the Howard Avenue Diversion. As described at the Public Information Open House held July 13, 2011, the Howard Avenue Diversion involves construction of a new permanent four-lane road that will connect Howard Avenue, Highway 401 and Highway 3. The new road will be to the east of existing Howard Avenue and will have roadside ditches and a multi-use path. The Howard Avenue Diversion includes, among other features, construction of a roundabout to connect Highway 3, Highway 401 on and off ramps, and the Howard Avenue Diversion. A carpool lot will also be constructed in this area.

### Traffic tip:

During construction four lanes of traffic will be maintained along Highway 3/ Huron Church Road during core travelling hours, with isolated exceptions between midnight and 5:00 a.m.

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## Garfield Dales wins National Award

The Ontario Ministry of Transportation and the Windsor-Essex Parkway project were recognized at the Canadian Transportation Association's annual conference in September. Garfield Dales, Manager, Project Delivery at MTO was presented the Award of Achievement at the annual ceremony, just a few hours after he presented a technical paper on goods movement, featuring the Parkway and other transportation infrastructure projects underway or completed in the Windsor and Essex County region.

The awards, which are supported by Transport Canada, recognize leadership, excellence and achievement in all modes of the transportation sector. The Award of Achievement is given to an individual who has made positive and measurable improvements to transportation through innovation and who has shown initiative on a particular project.

Ontario's efforts to improve North America's busiest border crossing have been largely entrusted to Dales. He continues to oversee the delivery of the Parkway. His efforts included supporting the preliminary design of construction and guiding the development of key conditions through the alternative finance model. He was part of the team that supported the identification of the Windsor Essex Mobility Group as the preferred group to design, build and maintain Ontario's \$1.4-billion investment in the Parkway over 30 years. Mr. Dales' leadership also made possible the WE Pay it Forward initiative. His work has him overseeing the work to protect endangered species along the Parkway, as well as the relocation of a social housing complex.

For more information on the Transportation Association of Canada, visit: [www.tac-atc.ca](http://www.tac-atc.ca).

# The Windsor-Essex Parkway

## Protecting Species at Risk

During the Detroit River International Crossing (DRIC) study, rare plants and animals unique to the tallgrass prairie landscape, and designated as species at risk under the *Endangered Species Act, 2007* (ESA) were the focus of extensive study. The Ontario Ministry of Transportation (MTO) and the Windsor Essex Mobility Group are now proceeding in accordance with permits obtained under the ESA to protect species at risk prior to and during construction of the Windsor-Essex Parkway.

The focus of two of the permits received for the Parkway under the ESA are two reptiles (Butler's Gartersnake and Eastern Foxsnake) and three plants (Colicroot, Dense Blazing Star and Willowleaf Aster). A separate ESA permit was also obtained for the Eastern Prairie Fringed-orchid. Although no individual plants are expected to be impacted, the permit for this plant species requires protection of its habitat.

One of the requirements of the ESA permits is for us to transplant species at risk plants from the construction area of the Windsor-Essex Parkway into restoration sites where they will receive long-term protection. This transplanting work is being guided by experts in the field of ecological restoration. Locations where transplanting is occurring, and where the plants will receive long-term protection, have been selected based on their suitability for restoration as Tallgrass Prairie.

Residents and travellers through the corridor will notice the six foot high black temporary snake fence barrier that has been installed in strategic locations over a length of 10 kilometres to prevent snakes from entering construction areas. The material used on the facing of the fence consists of a flat/smooth geotextile fabric which is being used to prevent the Eastern Foxsnake from climbing over the fence. The base of the fence is also placed in a shallow trench and backfilled with earth to prevent snakes from going under the fence. With the temporary barrier fencing in place, snake experts have been locating snakes and moving them from the construction zone to suitable areas beyond the fencing. The fencing will stay in place throughout construction and will be monitored to ensure the snakes do not re-enter the construction area.

Throughout the construction of the Parkway, we will continue to focus on protection of species at risk and the protection, creation and restoration of their habitat.



The black fencing you see while driving on Huron Church Road is temporary snake fence barrier. The temporary barriers are made of a flat/smooth geotextile fabric specifically designed to protect the Eastern Foxsnake which is a climbing snake. The temporary snake fence barriers are a requirement of a Permit issued by the Ministry of Natural Resources (MNR) under the *Endangered Species Act, 2007*. The barriers will remain in place until all construction activities have ceased or until directed by MNR.

## People Profile

### Meet some of the team

The Windsor-Essex Parkway is creating and supporting jobs across the region and helping to stimulate our local economy. Design and construction of the Parkway is also providing training for people in our community and creating unique partnerships. In each issue of this newsletter, we'll introduce you to at least one person involved with the Parkway.

**Q. What is your name and position?**

Gino Facca, Utilities Manager and Electrical Design Co-ordinator, Parkway Infrastructure Constructors.

**Q. Where are you from?**

Windsor, Ontario.

**Q. What type of work are you doing on the Windsor-Essex Parkway project?**

Middle management position co-ordinating the utility relocations and the electrical design for the roadway, the tunnel lighting and the lighting for the pump stations.

**Q. How long will you be working on the project?**

I started on the Parkway project on April 1, 2011, and will continue on through to completion.

**Q. When people find out that you are working on the Parkway project what do they typically say?**

They ask what a typical day is like and I advise them that every minute of every day is very exciting.

**Q. What has been the most rewarding part of your work on the project so far?**

Overcoming the challenges on a day to day basis and being involved from the design through to construction on various aspects of the project has been a wonderful experience.

**Q. Do you have anything else you would like our readers to know about your experience working on this project?**

This is a very innovative project and is being delivered by an international team. So working with the world's best has been a very rewarding and educational experience.

Want to know what traffic is like before you head out? Check out real-time road conditions along the Windsor-Essex Parkway corridor by viewing the Ministry of Transportation COMPASS traffic cameras. Click on any camera image along Highway 401, Talbot Road/Highway 3 or Huron Church Road from the [www.weparkway.ca](http://www.weparkway.ca) homepage.

COMPASS is a high-tech Freeway Traffic Management System developed by MTO to respond to traffic congestion problems on urban freeways. COMPASS helps reduce traffic congestion and increase safety by:

- allowing for the prompt detection and removal of freeway incidents and vehicle breakdowns
- providing accurate and timely freeway incident and delay information to motorists
- effectively managing peak rush hour traffic flow through innovative traffic control devices.

## Have your say - DCR #2 available for review

On Tuesday, October 11, 2011, the Windsor Essex Mobility Group (WEMG) and Parkway Infrastructure Constructors (PIC) released the second Design and Construction Report (DCR) for a 30-day public review period.

The second Design and Construction Report for the Windsor-Essex Parkway documents the proposed works and associated mitigation measures and how public input received to date and commitments outlined in the Detroit River International Crossing Provincial Environmental Assessment Report (December 2008) and the associated Conditions of Approval (August 2009) have been addressed.

DCR #2 covers the following Parkway construction works:

- vegetation removal, top soil stripping and grading throughout the project area
- digging of stormwater management ponds to preliminary configuration and to be used to treat water from excavation work
- construction of traffic diversions including granular placement and paving
- excavation for new Highway 401 and Highway 3 with the priority areas being where bridges and tunnels are to be constructed
- pile driving and bridge and tunnel construction
- construction of roadside elements such as illumination, traffic signals, Advanced Traffic Management Systems, drainage and roadside safety elements
- placement of granulars and paving.

The DCR can be read at [www.weparkway.ca](http://www.weparkway.ca) and at various public offices in the community. Comments can be submitted until **Thursday, November 10, 2011 at 3:00 p.m.**

Traffic management systems like COMPASS have been successfully used by many large cities in the United States, Europe, and Asia. Their track record has shown significant benefits for motorists.

In summer of 2011, the COMPASS traffic cameras for the Windsor-Essex area came on line. For more information about COMPASS visit <http://www.mto.gov.on.ca/english/traveller/trip/compass.shtml>.

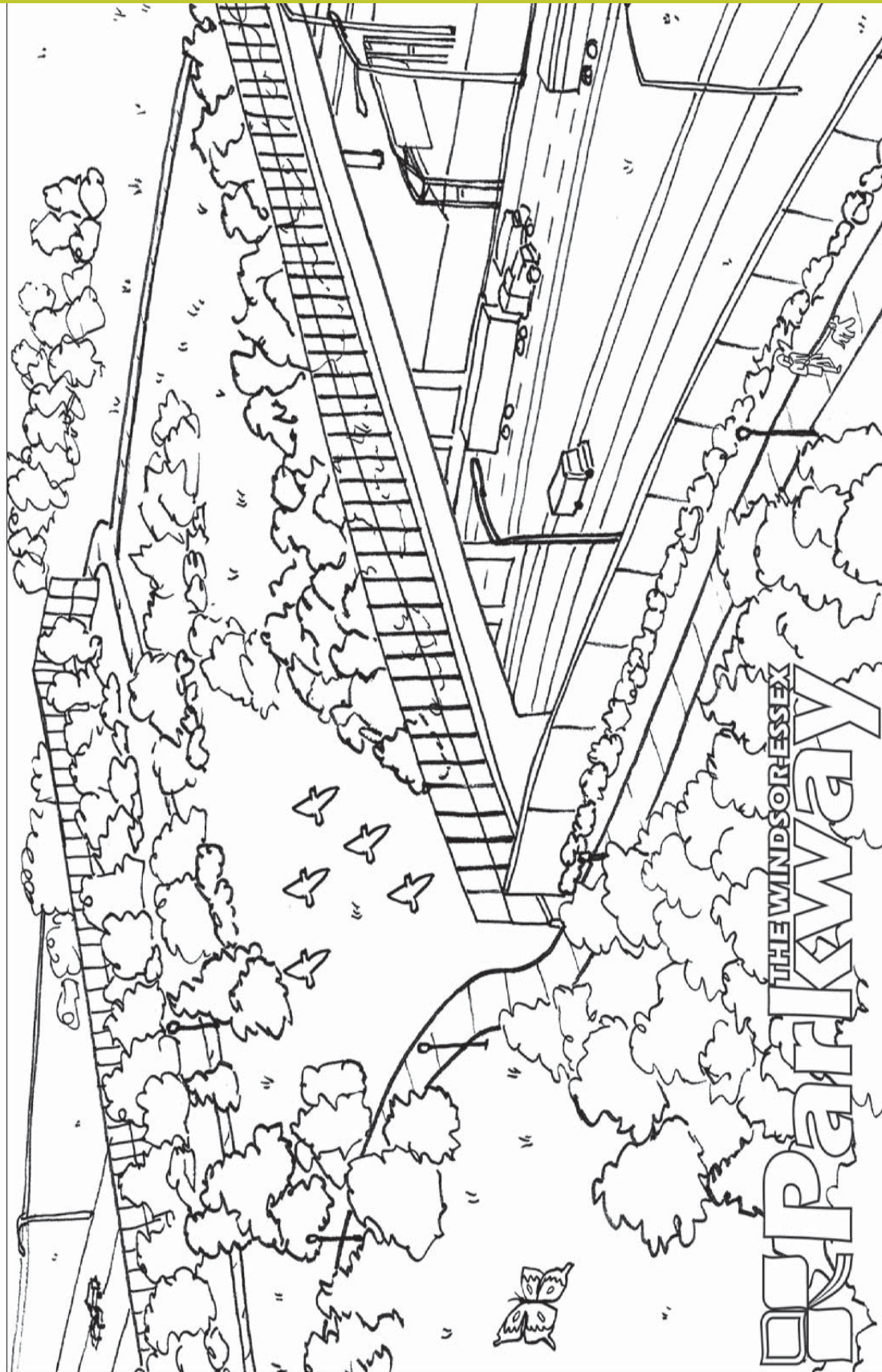
Watch your inboxes and mailboxes for information about our next Public Information Open House to be held later this fall. Public meeting information can also be found on [www.weparkway.ca](http://www.weparkway.ca) and on [www.twitter.com/WEparkway](https://www.twitter.com/WEparkway).

Our project website, [www.weparkway.ca](http://www.weparkway.ca), celebrated a milestone in August when we reached over 3 million hits since the site was launched in May 1, 2008. Keep coming back for the latest news on the Windsor-Essex Parkway.

Over 60 pieces of new equipment have been purchased for the construction of the Windsor-Essex Parkway by the companies working on the Parkway.

North Talbot Road Bridge was demolished within a 36 hour period to accommodate the widening of Highway 401.

Approximately 2700 wick drains have been installed within the trial area. ■



**Note to kids and parents:**

Send your completed colouring sheet to us at [detroit.river@ontario.ca](mailto:detroit.river@ontario.ca) or in the mail to the MTO address listed to the right. We will then post it on our flickr account at: [www.flickr.com/photos/weparkway](http://www.flickr.com/photos/weparkway).

There are many ways to stay up-to-date

- [www.weparkway.ca](http://www.weparkway.ca)
- 1-877-WE-PKWAY
- [www.twitter.com/WEParkway](https://www.twitter.com/WEParkway)
- [www.flickr.com/photos/weparkway](http://www.flickr.com/photos/weparkway)
- [www.youtube.com/weparkway](http://www.youtube.com/weparkway)
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