

## **What has changed?**

Public consultation remains an important part of the Environmental Assessment process. Since the announcement of the technically and environmentally preferred alternative announced in Spring 2008, a number of refinements have been incorporated. Input from stakeholders contributed to the decision-making process. The refined technically and environmentally preferred alternative is described as the Recommended Plan.

### **The Windsor-Essex Parkway – Spring Garden Area**

The alignment of The Windsor-Essex Parkway near E.C. Row Expressway was reviewed, in response to concerns identified by residents of the Spring Garden community. A refinement was adopted that shifts a portion of The Windsor-Essex Parkway approximately 50 metres to the north and integrates it with two km of the E.C. Row Expressway. In this area, the eastbound and westbound lanes of E.C. Row Expressway will diverge, becoming “collector” lanes with The Windsor-Essex Parkway placed between them, becoming the “core” lanes. Transfer lanes will connect the two freeways. This concept provides for the separation of local and international traffic. This refinement reduces the requirement for 25 acres of existing green space. The province will take responsibility for reconstruction of two km of E.C. Row Expressway.

### **Interchange at Highway 3/ Howard Avenue**

A refinement in the area of the Highway 401/Highway 3 Interchange has been made as a result of consultation with the local municipalities. This refinement includes the incorporation of a modern roundabout instead of a traditional signalized intersection at the intersection of Highway 3/Howard Avenue and the ramp terminals of The Windsor-Essex Parkway. The roundabout will provide the following advantages:

- Reduce the number and severity of collisions
- Reduce noise and air pollution by removing the idling of stopped vehicles
- Reduce delays and improve traffic flow
- Provide a unique “gateway” feature for the Windsor and Essex region.

This refinement will also realign southbound Howard Avenue to connect directly with the roundabout. As well, it will provide traffic from Amherstburg and LaSalle with direct access to eastbound Highway 401 and westbound lanes of The Windsor-Essex Parkway.

### **Tunnelled Sections**

The Cousineau Road tunnel will be extended to 170 m in length and the Hearthwood tunnel near Heritage Estates in LaSalle will be reduced by a compensating amount to retain acceptable spacing between tunnels. This arrangement is similar to that proposed in the Parkway design of August 2007. Public input in the summer of 2008 supported a longer tunnel at Cousineau Road. Another change in the Cousineau Road area involves the acquisition of additional properties on Kendleton Court and Homestead Lane. This action will provide residents with additional buffer space between the roadways and their homes, and will provide increased recreational opportunities. These modified tunnels continue to provide for improved community connections.

More information on these and other refinements can be found on the display boards or by viewing the Draft Environmental Assessment Report at [www.partnershipborderstudy.com](http://www.partnershipborderstudy.com)