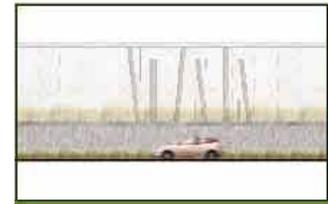


Facts at a Glance – Windsor-Essex Parkway Public Information Open House #5

The Government of Ontario, the Windsor Essex Mobility Group (WEMG) and Parkway Infrastructure Constructors (PIC) are delivering the Windsor-Essex Parkway in partnership with the communities of Windsor, LaSalle, Tecumseh and Essex County, the travelling public who rely on the existing transportation infrastructure, and First Nations. Public Information Open Houses (PIOH) provide people with the opportunity to review new project details, provide input on those details, and talk one-on-one with the Project Team. The following *Facts at a Glance* provide an overview of the key subject areas presented at PIOH #5 (February 8, 2012).

Retaining walls and slopes are required along the Parkway to manage changes in grade.

- The design of the retaining walls is site-specific and varies throughout the Parkway based on location characteristics.



A gateway feature will replace the Highway 3 Bridge over Highway 401.

- A Heritage Bridge Committee completed a Cultural Heritage Evaluation Report (CHER) for the Highway 3 Bridge over Highway 401.
- The Committee determined the bridge has cultural heritage value based on its span and pier configuration, its design by prominent Ontario engineer R.M. Dillon, and its prominent gateway function marking the beginning/end of Highway 401 and the entrance to the City of Windsor. It is eligible for inclusion on the Ontario Heritage Bridge List.
- Eight conservation options, as outlined in the 2008 Ontario [Heritage Bridge Guidelines](#) for Provincially Owned Bridges, were evaluated.
- The Committee determined that the preferred option is removal of the existing bridge and replacement with an interchange and associated gateway feature located approximately 580 metres west of the existing bridge. This gateway feature will be incorporated into the Parkway landscape plan.
- Timing of the closure and diversion is dependent on completion of the Howard Avenue Diversion including the roundabout.
- Advanced notification to affected residents and business owners will be provided by direct mail drop and/or public notice in the local newspaper. The public also will be notified through www.weparkway.ca, road signs, and local radio stations.

Five permanent pump stations are being constructed to manage stormwater during and following construction.

- Each pump station will be below ground level, exposing only the concrete top and access hatches, with an above grade building housing a stand-by generator.
- Once completed, power will be supplied to the pump stations by Power Distribution Assembly (PDA) units located along the Parkway.
- Mitigation measures will be implemented to address noise from the pump stations.
- Mitigation measures inside the building to address noise include:
 - The Emergency Diesel Generator engines will be fitted with 'Hospital Plus Grade' engine exhaust silencers, providing a high degree of silencing. Expected noise attenuation is 35 – 50 decibels (dB).
 - The interior engines will include sound reduction mechanisms that will reduce engine noise transmission to the outside of the building.
- Mitigation measures outside the building to address noise from the pump stations include fitting ventilation inlets with Acoustic Building Louvres (consisting of overlapping slats) to reduce the transmission of engine noise.

The completed Parkway will feature Power Distribution Assembly (PDA) units that will supply power for tunnels, trail lighting and pump stations.

- All power lines to and from the PDAs will be buried.
- The largest PDAs include a concrete pad that is approximately 12.5 metres by 3 metres (approximately 40 feet by 10 feet).
- Noise from the regular operation of the PDAs will not be significant.
- The PDAs for the tunnels require an emergency diesel generator which requires an automatic diagnostic start-up on a monthly basis for 30 minutes. This diagnostic can be programmed to start during the day to minimize contribution to background noise. Noise from the emergency generator will be approximately 65 dB from a distance of 15 metres (50 feet).



A landscaped berm is proposed at Outer Drive as a way to use excess earth excavated during construction.

- The proposed berm will be:
 - approximately 160 metres (524 feet) wide and 250 metres (820 feet) long
 - 9.5 metres (30 feet) high
 - approximately 139,000 cubic metres of earth
 - within the Parkway corridor
 - landscaped and implemented into the Landscape and Trail Master Plan.
- If approved, dust control measures will be implemented during construction of the berm to minimize impacts on adjacent properties.

Construction of several permanent tunnels and bridges is expected to take place in 2012.

- Tunnel tops will be landscaped open green space, will be fully integrated with the surrounding ecological areas, and will support the Parkway trail system.
- Several of the tunnel tops are proposed to have designed landscape treatments that will support community use and one will function as an ecopassage for wildlife.
- Bridge B3 located at the realigned E.C. Row Expressway near Matchette Road will be a post tensioned voided slab bridge.
- Bridge B4 and B5 at Malden Road will be a cast-in-place concrete slab on precast concrete girders.
- The bridges will be constructed in the following steps:
 - a. site preparation
 - b. excavation and driving of piles
 - c. construction of abutments, pile caps, piers, walls and side slopes
 - d. casting of concrete bridge deck.
- Piles will be driven into the ground down to the bedrock using a pile driver to ensure stability of the bridge structure.

All roadway lighting will be provided by full cut-off luminaires, which emit no light above 90 degrees and concentrate their illumination in a downward direction.

- Lighting will be dark-sky compliant, meaning it will shine downward onto the road itself and not onto adjacent properties.
- On Highway 401, the lights will be located in the median.
- On Highway 3, the lights will be located along the road shoulders.



A Human Health Risk Assessment (HHRA) has been completed to assess health risks associated with construction.

- The HHRA concluded the following:
 - Particulate Matter_{2.5} (PM_{2.5}) and PM₁₀ will be well within recommended criteria.
 - Exceedances of National Ambient Air Quality Standard for Nitrogen Oxide (NO_x) are predicted to be very localized and transient.
 - Air quality impacts can be largely mitigated using proven best practices.

A Wetland Compensation Strategy has been developed for public consultation.

- The *Wetland Compensation Strategy* will be applied in selected locations within the Ojibway Prairie Wetland Complex.
- These selected compensation locations will be preserved through City of Windsor land use Natural Heritage and Green Space designation.
- A 3:1 ratio can be achieved above and beyond the 1:1 ratio (originally proposed) for the compensation of Parkway-affected wetland through protection of wetland areas and applying principles of passive and active restoration.
 - Passive restoration will promote preservation of landscape areas where succession ecological processes can take place.
 - Active restoration will take place in locations that were previously disturbed, with the objective to reinstate wetland habitat and adjacent lands.
- Fish Compensation and Ecological Landscapes will be integrated with any adjacent wetland areas.

Prescribed burns will take place within the Parkway as part of the prairie habitat restorations and will act as a land management technique enhancing and maintaining the Tallgrass Prairie.

- Prescribed burns are undertaken to simulate the natural wildfire process but under safe and controlled conditions.
- The burn locations chosen are natural restoration sites of suitable and historical Tallgrass Prairie habitat which contain plants at the appropriate successional stage for burning.
- It is anticipated the prescribed burns will occur between March 1 and April 20, 2012, and will preferably be carried out over two consecutive days. Factors such as wind and moisture will determine the exact dates.
- The prescribed burns will be conducted by certified personnel trained and experienced in preparing, conducting, overseeing and extinguishing prescribed burns.

Methods We Use to Communicate

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@wemq.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).