

## The Windsor-Essex Parkway: A Chronology

Date	Activity
May 2008	As a result of public review and comment, and extensive technical studies, the Windsor-Essex Parkway is presented by the Detroit River International Crossing (DRIC) study team as the Technically and Environmentally Preferred Alternative for the Ontario access road portion of a new proposed end-to-end border transportation system for the Windsor-Detroit Gateway.
October 2008	The Windsor-Essex Parkway is assigned to Infrastructure Ontario to be completed under an alternative financing and procurement model—the first for a road project in Ontario's history.
	Notices are sent to owners whose property is required for construction of the Windsor-Essex Parkway. Once completed, the property assembly program will see the acquisition of approximately 900 properties by the Ontario Ministry of Transportation (MTO).
December 2008	MTO submits the DRIC Environmental Assessment Report under the <i>Ontario Environmental Assessment Act</i> (OEAA). The Windsor-Essex Parkway is identified as the Recommended Plan for the access road.
February 2009	A market sounding session is held in Windsor to introduce the project to construction companies, engineering companies and lending institutions. Over 115 people representing 84 companies from local and international firms attend the session.
June 2009	The first step in the procurement process to identify a team to design, build, finance and maintain the Parkway begins with the issuing of the request for qualifications (RFQ). The RFQ allows Infrastructure Ontario to pre-qualify and shortlist teams who will be invited to respond to the request for proposals (RFP).
July 2009	The public consultation process for the construction of two bridges and a noise barrier begins with the posting of the draft consultation plan and a Public Information Open House.
	The first of two procurement meet and greet sessions is held in Windsor. These sessions are aimed at putting local business owners in touch with the international bidding consortiums to share information on local opportunities. Approximately 150 people attend the session. The second session, held in December 2009, is attended by 100 people. Both sessions result in the formation of key partnerships and the exchange of valuable business information.
August 2009	The RFQ for the Windsor-Essex Parkway closes. Consortiums made up of companies from all over the world responded to the RFQ.
	Ontario announces OEAA approval of the DRIC Environmental Assessment Report for the Windsor-Essex Parkway.
September 2009	MTO applies for two permits under the Ontario <i>Endangered Species Act</i> (2007). The first permit is received in November 2009 and allows for the removal and relocation of one plant impacted by construction of two bridges and a noise barrier. The second permit is received in February 2010 and allows for the relocation of species at risk for construction of the Parkway.
	The first utility relocations begin with the raising of two hydro towers at the western limits of the project adjacent to E.C. Row Expressway near Ojibway Parkway to accommodate the integration of the Parkway into E.C. Row Expressway.
October 2009	Infrastructure Ontario announces the three companies short-listed to submit proposals to design, build, finance and maintain the Parkway.

- November 2009** MTO begins the expropriation process to obtain title to remaining properties required for the Parkway. Since beginning the property acquisition process for the Parkway, the ministry's approach—to examine each file on a case-by-case basis and deal with property owners in a fair and consistent way—is successful in acquiring approximately 900 properties needed for the Parkway with less than 130 properties being expropriated. The majority of expropriated properties are vacant lands.
- December 2009** Facca Construction Inc. is awarded the \$15.5 million contract to construct two bridges and a noise barrier.
- Infrastructure Ontario and MTO release the RFP inviting short-listed teams to submit formal proposals to design, build, finance and maintain the Windsor-Essex Parkway.
- March 2010** The 2010 demolition of buildings on properties MTO has purchased begins. Five contracts are awarded in 2010 totalling more than \$1.5 million. Over 170 buildings are demolished in the footprint of the Parkway prior to the end of 2010. The companies conducting demolition are Pillette Transfer Station, Jones Group, Canadian Group of Companies, and Priestly Demolition.
- April 2010** Ontario announces it has acquired approximately 150 properties required from the City of Windsor for the Parkway. Further funding is announced for additional green space and to create connections between the Spring Garden ANSI and the Parkway.
- June 2010** URS Canada wins the Award of Merit from the Consulting Engineers of Ontario in the Transportation category for work on the DRIC study including the Windsor-Essex Parkway.
- July 2010** The Windsor Essex (W.E.) Pay it Forward program officially launches. The program sees not-for-profit groups salvaging building and landscaping materials from properties purchased for the Windsor-Essex Parkway. Materials were provided free to not-for-profit organizations requesting them, with the remaining going to the Habitat for Humanity Re-store. More than 250 tonnes of building and landscaping materials are salvaged under the program and over 200 volunteers give their time to support this effort. Sales at the Re-store quadruple during the salvage period.
- August 2010** The RFP stage for teams bidding on the Windsor-Essex Parkway closes.
- September 2010** The Transportation Association of Canada awards the Windsor-Essex Parkway with the Environmental Achievement Award. The award recognizes projects that contribute to the protection and enhancement of the environment and also innovation in approach to transportation projects.
- November 2010** The Windsor Essex Mobility Group is announced as the preferred proponent to design, build, finance and maintain the Windsor-Essex Parkway.
- Union Gas and BP Canada begin relocation of gas lines on Huron Church Road at Lambton Street/Grand Marais Road and near Ojibway Parkway at the western limits of the Parkway.
- December 2010** The Windsor Essex Mobility Group reaches commercial and financial close, ahead of schedule. The Parkway procurement process is open, fair and competitive and the Windsor Essex Mobility Group's proposal delivers the best value for Ontario taxpayers, including the shortest construction timeline and lowest cost.
- MTO takes over jurisdiction of Huron Church Road from Todd Lane/Cabana to Industrial Drive, and E.C. Row Expressway from Huron Church Road to Ojibway Parkway.
- January 2011** Construction of two bridges and a noise barrier is completed.

- March 2011** The Windsor Essex Mobility Group opens their local office.
- Pre-construction work including geo-technical drilling, species at risk protection, property maintenance, and surveying begin in the Parkway footprint.
- Public Information Open House #1 is held to present the Parkway Landscape and Trails Master Plan for public input. More than 400 people attend. Two follow up workshops are held with more than 100 people attending.
- May 2011** Public Information Open House #2 is held to present the design of the Parkway for public input. More than 450 people attend the session.
- July 2011** Public Information Open House #3 is held to present construction information on the Parkway for public input. More than 500 people attend the session.
- Design and Construction Report #1 is made available for a 30-day public review period. The report outlines work to begin in August and includes the Howard Avenue Diversion, the North Talbot Road Bridge replacement, the widening of Highway 401, sewer relocation, and wick drain and advanced fill construction.
- August 2011** Demolition of the remaining buildings on properties required for the Parkway begins on Bethlehem Avenue. Jones Group of Windsor is completing the demolition of over 180 buildings.
- Construction begins on the new Trillium Court in the Town of LaSalle. Trillium Court is a public housing development that was acquired by MTO for construction of the Parkway. MTO is working with Infrastructure Ontario, the River Park Non-Profit Housing Corporation, the Town of LaSalle, and the City of Windsor to relocate this 56-unit housing development, keeping the community together.
- The start of construction of the Windsor-Essex Parkway is announced at a groundbreaking ceremony held in Tecumseh.

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