

## Did you know...

### TRADE

Ontario's highways and border crossings are vital to sustaining and supporting economic growth in Ontario.

- There are over 100 international land border crossings between Canada and the United States yet nearly one-third of all Canada-U.S. road trade travels through one gateway – Windsor-Detroit. Similarly, there are 14 Canada-U.S. land border crossings in Ontario and more than one-third of all Ontario-U.S. road trade travels through this single international gateway.
- The Highway 3/Huron Church Road corridor has been the main arterial road from Highway 401 to the border since the construction of Highway 401 in the 1950s. By providing a new six-lane freeway (the Windsor-Essex Parkway), truck traffic will move more quickly and efficiently on their way to the border and there will be less congestion for local traffic.

### BORDER TRANSPORTATION

The Windsor-Essex Parkway is the Ontario access road portion of a proposed new Windsor-Detroit border transportation system that will directly link, for the first time, Ontario's Highway 401 to Michigan's Interstate 75.

- The other components of the proposed new border transportation system are Canadian and Michigan inspection plazas, an international crossing over the Detroit River and a Michigan interchange.
- The proposed new bridge has the support of the Government of Canada, the U.S. federal government, the Governor of Michigan, and private industry, labour and associations including the Canadian Chamber of Commerce, Ontario Chamber of Commerce, Canadian Manufacturers and Exporters, Ontario Trucking Association, and the auto sector. Required legislation for the bridge was introduced in the Michigan legislature in the spring of 2011.

### PARTNERSHIP

The Windsor-Essex Parkway is the first Ontario road project to be delivered using the province's alternative financing and procurement delivery method. This means that the public and private sectors will work together to build this once-in-a-generation undertaking. The delivery method allows the project to be delivered faster and more efficiently (at a lower, long-term net cost) than traditional procurement.

- The \$1.4 billion dollar (today's dollars) fixed-price contract between Ontario and the Windsor Essex Mobility Group (WEMG) sees WEMG bringing forward private-sector resources and expertise to provide on-time, on-budget project delivery. WEMG will design, build, and finance the Windsor-Essex Parkway and maintain it over a 30-year period.
- Partnering with WEMG allows the province to deliver the project, while retaining public control and ownership of the Parkway, and to focus on other priority infrastructure projects in the region, such as health care.

### BENEFITS

The Windsor-Essex Parkway is unprecedented in its combination of community, environmental and transportation benefits.

#### Community

- The community's contribution to the project is reflected in the Windsor-Essex Parkway's unique design and features. The public, project stakeholders, and agencies had their say at over 300 meetings held during the Detroit River International Crossing (DRIC) study, and continue to have their say through ongoing consultation events during the design and upcoming early construction phases.

- More than 300 acres of green space will make the Windsor-Essex Parkway a one-of-a-kind resource for the community. In addition, pedestrians and cyclists will enjoy 20 kilometres of recreational trails that never cross paths with vehicles. Their use will be safe for the whole family.
- The project provides an opportunity to improve existing utilities and renewed utility infrastructure along the Parkway corridor with new road infrastructure.
- Delivery of the Windsor-Essex Parkway provides significant economic opportunity for local workers, suppliers, and contractors. It will boost the local and regional economies by directly and indirectly supporting the creation of jobs over the lifespan of the project.
- It is estimated that the Windsor-Essex Parkway will support approximately 12,000 jobs, with the majority in the Windsor-Essex region. This modern, state-of-the-art facility will sustain existing industry, attract new investment, bring new jobs and create business opportunities in Windsor-Essex, Ontario and all of Canada.

### Environment

- The inclusion of 11 tunnels along the Parkway alignment will not only provide community connections for the first time but they will also restore long-forgotten natural linkages.
- Special care has been taken in the configuration of the Windsor-Essex Parkway. Distinct community and cultural features, such as the Ojibway Prairie Complex have been preserved for generations to come.
- The Parkway Landscape Plan envisions a green space corridor that integrates and connects with local parks and trails, links other protected natural areas, supports viable natural communities, and buffers surrounding communities from the new freeway.
- Construction of the Windsor-Essex Parkway will stimulate the economy and create jobs but not at a cost to wildlife. Natural habitats and species at risk will be protected under permit conditions issued by the Minister of Natural Resources. Habitats for plant and animal species protected under the provincial *Endangered Species Act (2007)* will be protected, created and restored through a variety of strategies.
- An ecosystem approach is being followed to help ensure the success of mitigation practices. Measures will be put in place to ensure that all relocation areas will be protected for the long-term, not just during the construction period.

### Transportation

- Local and international traffic will be separated, taking trucks off local streets. Service roads (extended Highway 3) will meet community needs to access schools, shops, neighbourhoods and natural areas.
- Traffic, trade, goods and people will flow safely and smoothly through the below-grade freeway (extended Highway 401) sending a clear message that Ontario and the Windsor-Essex region are open for business.
- With the below-grade freeway, traffic will no longer have to brake, idle or accelerate at traffic signals. This, in combination with cleaner fuels and North American diesel truck technologies, will improve air quality.
- A roundabout included as part of the Howard Avenue Diversion in the Parkway configuration will benefit both travellers and the environment by decreasing noise, increasing fuel efficiency, reducing delays and improving traffic flow.
- The freeway and service roads will be built according to the Ministry of Transportation standards that have made Ontario roads the safest in North America.

Ontario's investment in the Windsor-Essex Parkway signifies an investment in the community's, the province's and the nation's future.

Please visit [www.weparkway.ca](http://www.weparkway.ca) to learn more about the 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 page ([www.flickr.com/photos/weparkway](http://www.flickr.com/photos/weparkway)) and YouTube page ([www.youtube.com/user/weparkway](http://www.youtube.com/user/weparkway)).