

Next Steps for The Windsor-Essex Parkway

Canadian Environmental Assessment Act Approval (CEAA)

The Draft Federal Screening Report identifying project impacts and mitigation was prepared and made available for public review and comment. The screening report drew from the technical work that was carried out throughout the Detroit River International Crossing (DRIC) study. The final environmental assessment (EA) decision by the federal government will be based on the same technical information as was presented to and approved by the provincial government. A decision is anticipated in the coming weeks.

Permits

As with any construction project, the Ontario Ministry of Transportation (MTO) will ensure all necessary permits are in place to begin initial construction of The Windsor-Essex Parkway. This includes permits under the *Endangered Species Act*. Through ongoing field investigations and guidance from species experts we will continue to develop mitigation strategies which meet permitting requirements and ensure protection and, wherever possible, assist in recovery of species at risk.

Initial Construction

As a component of The Windsor-Essex Parkway, MTO is proceeding with the detail design of two bridges and a noise barrier. One bridge is located where Highway 3 will pass over The Windsor-Essex Parkway and the other will provide a future off-ramp from Highway 401 westbound to Highway 3 and the realigned Howard Avenue. Initial construction will also include approximately two kilometres of noise barrier, five metres high, adjacent to the Southwood Lakes community, from Howard Avenue to North Talbot Road. The noise barrier will help provide effective noise mitigation for the adjacent community. Initial construction is expected to start later this fall, subject to federal EA approval and other permits. Initial construction will be completed in advance of the other works associated with the construction of The Windsor-Essex Parkway.

Property

A total of 900 properties are required for construction of The Windsor-Essex Parkway. MTO has responded to individual requests from property owners throughout the corridor and is negotiating on a willing seller/willing buyer basis. MTO has successfully reached 300 agreements and is currently in discussions with hundreds of home and business owners who have approached us regarding their property.

Private Sector Delivery

The Windsor-Essex Parkway will be delivered utilizing an Alternative Financing and Procurement (AFP) model, in which the private sector's expertise and innovation will be used to design, build, finance and maintain The Windsor-Essex Parkway. The Request for Qualifications (RFQ) for interested bidders closed on Friday, August 21, 2009. It is anticipated that once a short list of qualified bidders has been selected, the Request for Proposals (RFP) will be released later on this year.

Local Sourcing

The Windsor-Essex Parkway represents a significant economic opportunity for local workers, suppliers, and contractors. Local workers are expected to have a significant role to play through various stages of construction. It has been Ontario's experience that local sourcing happens naturally, and this project is expected to create thousands of project-related jobs, with the majority in the Windsor-Essex region. MTO and Infrastructure Ontario are working with the local construction industry to foster opportunities for local participation.