

Info Corner

Here is what's been happening within the corridor:

The Windsor Essex Mobility Group's Public Liaison Office is open from 8:30 a.m. until 8:00 p.m. on Monday of each week and 8:30 a.m. to 4:30 p.m. Tuesday to Friday.

Pile driving on bridge B-10 (west of St. Clair College) and tunnel T-10B (Hearthwood Tunnel) began in April 2012.

A new pile driving page can be found at www.weparkway.ca.

Excavation at T-2 (Labelle Tunnel), T-7 (Villa Borghese Tunnel), and T-11 (Oliver Estates Tunnel) has begun.

Excavation at bridges B-9 (between Cabana Road and Geraedts Road), B-11 (west of Howard Avenue), B-13 (future off-ramp from Highway 401 westbound to Highway 3), and B-14 (realigned Howard Avenue) is ongoing.

Excavation of Pond 3 across from St. Clair College began in April 2012.

Diversion D-4 and D-5 will be paved in May 2012 and opened for traffic shortly after. Watch for advance signage on Highway 3/ Huron Church Road.

Embankment construction continues in the areas of Malden Road, Matchette Road, and Ojibway Parkway.

Howard Avenue: New Look Leads to New Connections

Since fall 2011, drivers heading to or from Highway 401/Highway 3 eastbound in the Howard Avenue area have driven by a large construction site. In fact, work in this area has been taking place since 2009 when the Ontario Ministry of Transportation began construction of two bridge structures for the Windsor-Essex Parkway. This area is the location of the future Howard Avenue Diversion and two-lane roundabout.

The Howard Avenue Diversion includes construction of a new permanent four-lane road that will connect Howard Avenue, Highway 401 and Highway 3. The new road will be to the east of existing Howard Avenue and will have roadside ditches and an adjacent multi-use path. A modern two-lane roundabout will be constructed to connect Highway 3, Highway 401 on and off ramps, and the Howard Avenue Diversion. A carpool lot will also be constructed in this area.

As one of the first permanent Parkway elements to be completed, the Howard Avenue Diversion will assist with the movement of traffic while construction continues throughout the rest of the Parkway footprint. To the south, Howard Avenue will ultimately tie in with Laurier Parkway in LaSalle and South Talbot Road in Tecumseh. That intersection is being realigned so that South Talbot Road and Laurier Parkway line up for a permanent intersection with Howard Avenue. This will complete the connection that was built by LaSalle on the Laurier Parkway. Drivers finally will be able to have a straight access to Essex County and west Windsor through this route from Highway 401.

The Howard Avenue Diversion area was the first area to be excavated in preparation for work on the new below-grade freeway. To date, the top soil has been stripped, the road base has been built up above the sub grade level, and the final grade of clay will be cut down for the granular level. Two to three layers of asphalt go above the layer of granular which sits on top of the clay base. Asphalt paving will follow early this summer.

Once the roadway is paved, the diversion will be opened to vehicles helping to maintain traffic flow during the overall construction. Local company Facca completed construction of Bridges 13 and 14 in 2011 and Amico, under partnership with Parkway Infrastructure Constructors, has been completing the diversion and roundabout construction.



Remember to check us out on Flickr (www.flickr.com/weparkway). Check out the latest aerial shots to see how much the progress on the Howard Avenue Diversion.

Carpool Lot at Howard Avenue Diversion

A carpool lot for commuters is being constructed at the Howard Avenue Diversion. It is anticipated that paving at this lot will be completed in late summer 2012. The carpool lot will have the capacity to accommodate approximately 45 parked vehicles. Among its numerous benefits, the carpool lot will encourage the reduction of individual fuel costs, cause less wear and tear to vehicles and will minimize environmental impacts, such as pollution. Anyone will be able to use the carpool lot and its use will be free of charge.

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Here are some photos of the girders being installed.

The Windsor-Essex Parkway design team is incorporating innovative construction and design methods to build the Parkway. One of these innovative design elements was recently installed at the North Talbot Road Bridge that crosses over the newly expanded Highway 401.

On April 28, 2012, for the first time in Ontario history, eight NU girders were installed as part of the reconstruction of the North Talbot Road Bridge. The eight girders were produced by local company Prestressed Group of Windsor. Each 95 foot long girder weighing approximately 87,000 pounds was lifted in place by a 600 tonne crane operated by Mammoet of Ayr, Ontario.

Why NU girders?

- the shape makes NU girders more structurally efficient than traditional girders
- the curved fillets at the flange/web junctions facilitate placement and consolidation of concrete, improve stress flow and enhance the appearance for the girder
- the wide top flange allows for better worker-platform and shorter deck-slab spans
- lateral stability during transportation, handling and erection is superior to girders with narrower bottom flanges.

The NU precast/prestressed concrete girders were developed by the University of Nebraska's Centre for Infrastructure Research giving them the name they are now know by – NU girders. NU girders have been used else where in Canada, mostly in Alberta. The Prestressed Group of Windsor was sub-contracted by Parkway Infrastructure Constructors to supply 500 NU girders for the Parkway project. It is anticipated that with the NU girders and bridge deck in place, the North Talbot Road Bridge will reopen to traffic this summer.

Check out photos of the NU girders being installed by visiting www.flickr.com/weparkway.

Traffic Notes

Here is the latest info about upcoming traffic pattern shifts. To stay up-to-date about Parkway-related traffic, visit us at www.weparkway.ca, follow our traffic notes on Twitter (www.twitter.com/weparkway) or join our email list by sending us a note at detroit.river@ontario.ca with the subject "join mailing list."

Long-Term Road Closures:

Road	Closure Start	Duration	Purpose of Closure
Montgomery Drive	May 22, 2012	1 year	To accommodate construction activities required for Bridge 11.
Surrey Road	May 22, 2012	Permanent	Permanent closure approved by the Ontario Municipal Board in December 2011.

Short-Term Road Closures:

Road	Anticipated Closure Start	Approximate Duration	Purpose of Closure
Pulford Road	June 2012	6-8 weeks	Required for the construction of Diversions D-2 and D-3.
Grand Maris Road	July 2012	4 weeks	Required for the construction of Diversion D-2 .

Diversions:

The following diversions will be opened over the coming months.

D-2	Between Labelle St. and Grand Marais Rd.	D-3	Between Pulford St. and Cabana Rd.
D-4	Between Cabana Rd. and St.Clair College	D-5	Between Cousineau Rd. and Howard Ave.
D-6	East of Howard Ave.	D-7	East of Cousineau Rd.
D-8	Huron Church Ln.		



Check out a time-lapse video of the NU girders being placed for the North Talbot Road Bridge. If you don't have a smart phone, visit www.youtube.com/weparkway to view.

People Profile

Meet some of the team

The Windsor-Essex Parkway is creating and supporting jobs across the region and helping to stimulate our local economy. Design and construction of the Parkway is also providing training for people in our community and creating unique partnerships. In each issue of this newsletter, we'll introduce you to at least one person involved with the Parkway.



Q. What is your name and position?

Rick Bogaert, Urban and Landscape Implementation Manager

Q. Where are you from?

I have been a resident of Windsor and LaSalle for the last 14 years.

Q. What type of work are you doing on the Windsor-Essex Parkway project?

I am involved with numerous environmental activities including the transplanting of species at risk plants, management and maintenance of temporary snake fence barriers, seed bank salvage and placement, and Tallgrass Prairie prescribed burns. I am also coordinating urban and landscape design efforts.

Q. How long will you be working on the project?

I will be working on the project at least until urban and landscape elements are installed. This is planned to be complete in 2015.

Q. When people find out that you are working on the Parkway project what do they typically say?

Typically people are interested in knowing when this project is going to be completed.

Q. What has been the most rewarding part of your work on the project so far?

Undertaking the planning and implementing a prescribed burn for the Tallgrass Prairie without an incident and coordinating the transplanting of species at risk plants in fall 2011. You can watch a video of the spring 2012 prescribed burns at www.youtube.com/weparkway.

Q. Do you have anything else you would like our readers to know about your experience working on this project?

As a registered landscape architect with over 25 years of varied experiences this is a unique opportunity for me to help create 300 acres of green space that the public will use and enjoy for many generations to come.

The Canadian Society of Landscape Architects (CSLA) announced the results of the 2012 CSLA Professional Awards Program and the Windsor-Essex Parkway Landscape and Trail Master Plan won National Merit in the New Directions Category.

CSLA is a professional organization that is dedicated to advancing the art, the science and the business of landscape architecture. This national merit award for design excellence will be presented in September in Halifax, Nova Scotia to Dillon Consulting Limited.

Dillon Consulting Limited is receiving this award for the outstanding achievement in the profession of landscape architecture in collaboration with AMEC, Hatch Mott MacDonald, LEA Consulting Ltd., Trumble Studios, Parkway Infrastructure Constructors (Acciona Infrastructures Canada Inc., Dragados Canada Inc., Fluor Canada Ltd.), Infrastructure Ontario and the Ontario Ministry of Transportation – Windsor Border Initiatives Implementation Group for the Windsor-Essex Parkway Landscape and Trail Master Plan.

The Landscape and Trail Master Plan has continued to move from themes and concepts to detailed designs and we are still looking for community input. Watch local newspapers and weparkway.ca for information on upcoming public meetings.

Interested in learning more about the Landscape and Trail Master Plan? Read the fact sheet at

[www.weparkway.ca/pdfs/FS%20-%20PIOH%204%20package%20\(2011-11-29\)%20FINAL.pdf](http://www.weparkway.ca/pdfs/FS%20-%20PIOH%204%20package%20(2011-11-29)%20FINAL.pdf).



Tallgrass Ontario Annual General Meeting

The Tallgrass Ontario Annual General Meeting (AGM) is being held in Windsor this year! Come out and hear presentations by Windsor-Essex Parkway experts that focus on Parkway ecological restoration activities, promoting prairie and respect for Butler's Gartersnake and Eastern Foxsnake and much, much more.

June 27, 2012
9:00 a.m. to 4:00 p.m.
Ojibway Nature Centre
5200 Matchette Road
Windsor, ON

For more details and to register for the AGM and Tallgrass workshops visit www.tallgrassontario.org. The registration deadline is June 17, 2012. Looking forward to seeing you there.

What are you doing with all that dirt?

Parkway Infrastructure Constructors continues its review of potential sites that are suitable to receive the excess earth from the Parkway project. Most recent discussions have been with the Essex-Windsor Solid Waste Authority regarding the potential of taking the material to the former Maidstone Landfill site. There are a number of other alternative sites that continue to be put through the evaluation process. More than 50 per cent of earth is being used within the project corridor.

Community Engagement

Public consultation will continue throughout the finalization of design and ongoing construction of the Windsor-Essex Parkway. We are currently planning our next series of Neighbourhood Meetings and our sixth Public Information Open House.

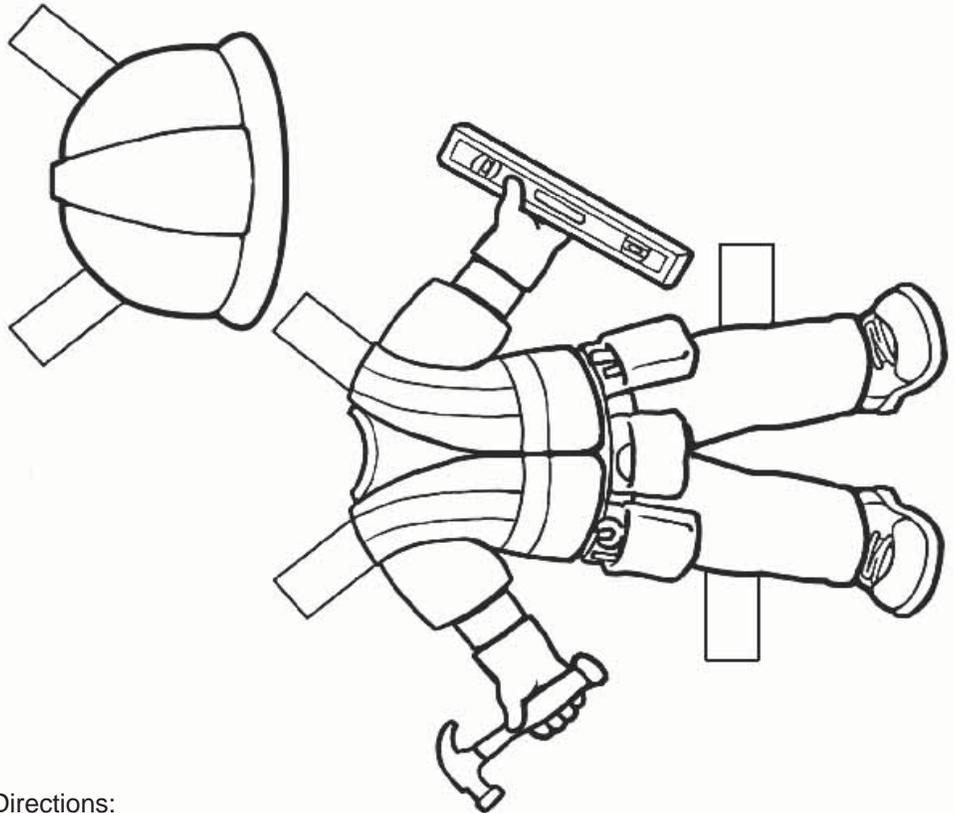
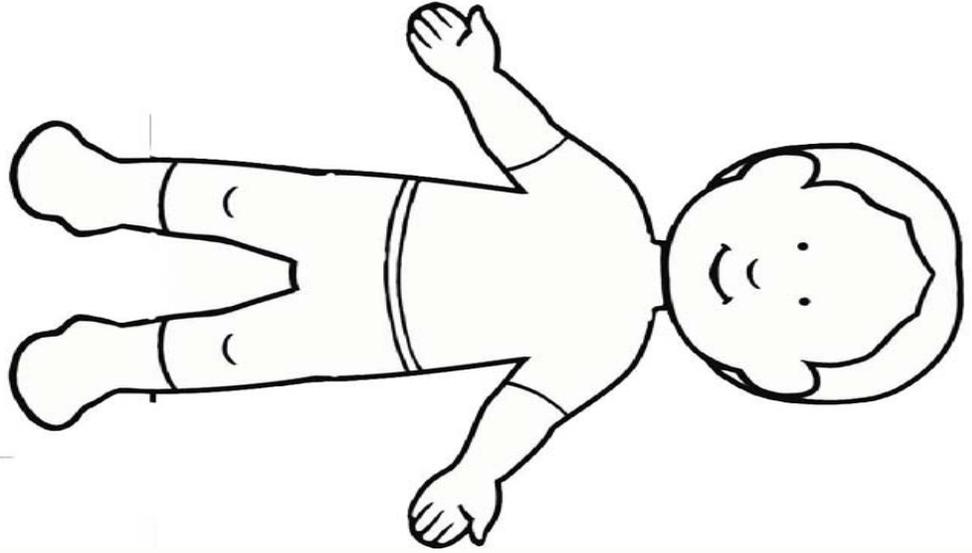
We look forward to presenting up-to-date project information, and hearing feedback from the community. Look for event announcements on our website, www.weparkway.ca, Twitter feed, www.twitter.com/weparkway, and in your local community paper.

Parkway on Facebook

You have asked and we have listened. On May 22, 2012, we launched the Windsor-Essex Parkway's own Facebook page. Check it out at www.facebook.com/WEParkway.

The page will be updated with project information, links to photos and videos and news important to the community. ■

Everyday, hundreds of men and women can be seen working to build the Windsor-Essex Parkway. Construction workers are one of the most visible individuals that can be seen when travelling throughout the corridor.



Directions:

1. Colour the paper doll and the safety equipment construction workers wear to keep them safe when working to build the Parkway.
2. Cut out each piece and dress your paper doll. Be sure to ask an adult for help before using scissors.

There are many ways to stay up-to-date

■ www.weparkway.ca

■ 1-877-WE-PKWAY

■ www.facebook.com/weparkway

■ www.twitter.com/weparkway

■ www.flickr.com/photos/weparkway

■ www.youtube.com/weparkway

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