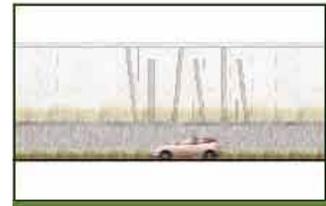


Facts at a Glance – Windsor-Essex Parkway Public Information Open House #5

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

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Construction – The Next Six Months

Since construction of the Windsor-Essex Parkway began in August 2011, the Windsor Essex Mobility Group (WEMG) and Parkway Infrastructure Constructors (PIC) have been working on an aggressive schedule. To minimize the length of time that the Parkway takes to complete, construction will be ongoing simultaneously throughout the project area. We want to work as quickly as possible to complete construction so that residents and travellers can start realizing the Parkway's many benefits. The construction activities you will see over the next six months include:

Utility and Sewer Relocations

A major effort to relocate utilities has been underway since September and will continue over the next few months. The work is mainly being conducted by the utility companies with coordination from WEMG and PIC. This includes hydro, gas, sanitary sewer, cable television, water and phone lines. Temporary overhead utility lines are being built above the Parkway and alongside the existing Highway 3/Huron Church Road corridor. These temporary utilities will be relocated in the tunnel tops once construction of the tunnel structure is completed. You can expect to see work between Spring Garden Road and Cabana Road as well as work in several areas of LaSalle and Tecumseh.

Road Construction

Construction works will be ongoing throughout several sections of the realigned Highway 3. These activities will include excavation, placing of granular fill, and installation of storm sewers. It also includes required civil works for traffic signals, street lights, Advanced Traffic Management System (ATMS) and power supply throughout the entire corridor.

Excavation and Road Base

Various construction activities will require excavation including:

- excavation of Highway 401 east of Howard Avenue to the intersection with the existing Highway 3 (near the Highway 3 Bridge)
- excavation of Highway 3/Huron Church Road for the construction of tunnels and bridges
- excavation of Huron Church Road from Geraedts Drive to Cabana Road
- construction of the Grand Marais Drain
- embankments from Cabana Road to Ojibway Parkway.

Excess earth from excavation will be used to form the road base as appropriate at sites from Cabana Road to Ojibway Parkway and from Outer Drive to Geraedts Drive.

Tunnels and Bridges

Construction of Bridges 7, 8, 9, 10, 11 and the Labelle, Hearthwood, Oliver Estates, and Villa Borghese Tunnels will begin shortly. Construction works for Bridge 15 (North Talbot Road Bridge) are already underway. Tunnel and bridge construction requires excavation of the roadway to various depths. In some cases, this can be as deep as nine metres. Pile driving for these structures will follow. Once the pile driving is complete, the structures can be built on top with the road being built inside the tunnels and on top of the bridge structures.

Pile Driving

Tunnel and bridge construction requires steel piles be driven in the ground down to bedrock for support. Pile driving can be noisy and may cause noise and vibration beyond the project limits. Pile driving will be limited to daytime hours, and to reduce impact to residents in adjacent areas, we are looking to limit pile driving to no more than three or four weeks in one area at any one time.

Pile driving for the Parkway tunnels and bridges began in December 2011. Over the next six months, it is anticipated that pile driving will begin on the following bridges and tunnels, in roughly the following order:

- Bridge 10 (west of St. Clair College)
- Bridge 9 (east of Huron Church Line)
- Villa Borghese Tunnel (Tunnel 7)
- Hearthwood Tunnel (Tunnel 10B)
- Oliver Estates Tunnel (Tunnel 11)
- Labelle Tunnel (Tunnel 2)
- Bridge 7 (Labelle Street and Lambton Road)
- Tunnel 1 (west of Huron Church Road).

Methods We Use To Communicate

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Traffic Notes

Construction of the Windsor-Essex Parkway is ongoing simultaneously throughout the project area. The roadways in the project area that you are familiar with are changing. To carry out certain construction work, Highway 3/Huron Church Road may be reduced at times from six to four lanes (two in each direction). Reductions to one lane in each direction will be required for certain operations and only carried out during late night hours. Some municipal roads, or portions of them, are being permanently closed and portions of some municipal roads may be temporarily closed for anywhere from a few hours to a few weeks or longer to allow for specific construction works. Diversions will open soon to carry traffic while the tunnels and bridges are being built.

If you plan to travel through the corridor, visit the *What's Happening* section of www.weparkway.ca or check out our Twitter feed at www.twitter.com/WEParkway before you head out to find the latest traffic information and links to diversion maps.

Please make safe driving your priority when travelling through construction areas.

- ✓ Be aware of road closures and traffic restrictions before getting on the road.
- ✓ Obey the traffic control person's signs.
- ✓ Expect the unexpected like changes in road surfaces and traffic patterns.
- ✓ Pay attention at all times.
- ✓ Keep a safe distance between you and the vehicle in front of you.

Permanent Road Closures

The Ministry of Transportation (MTO) applied to the Ontario Municipal Board (OMB) under the *Public Transportation and Highway Improvement Act* for approval to close roads along the Parkway. A hearing was held November 23, 2011. As a result of this hearing, the OMB approved the closure of 83 municipal roads. Of the 83 roads, the following are the only travelled road allowances:



- Outer Drive
- Surrey Drive
- Seventh Street
- Sansotta Court
- Broadway Street
- Beech Street
- St. Clair Avenue
- Northway Street

These road closures will take effect on **February 15, 2012**, and access to impacted roadways will be restricted. It is necessary to close municipal roads that intersect or run into the Parkway, which is a Controlled-Access Highway, to protect the safety of the travelling public and traffic flow of the corridor.

The need for road closures was documented in the approved Environmental Assessment (EA) Report prepared as part of the Detroit River International Crossing (DRIC) study. A full listing of the roads that will be closed can be viewed at www.omb.gov.on.ca/english/eDecisions/eDecisions.html.

Upcoming Temporary Road Closures

The following anticipated road closures are subject to further consultation with stakeholders.

When	Where	Why
Winter 2012	Bethlehem Avenue	To construct the tunnel situated north-west of the intersection at Bethlehem Avenue and Highway 3. This closure is proposed to last one year.
	Montgomery Drive	To allow construction of the portion of the Parkway between the intersection of Highway 3 with Cousineau Road and the intersection of Highway 3 with Howard Avenue. This closure is proposed to last nine months.
Spring 2012	Pulford Avenue	To complete the new section of Highway 3 between Geraedts Drive and Pulford Avenue. This closure is proposed to last one month.
	Grand Marais Road	To complete the new section of Highway 3 between Geraedts Drive and Pulford Avenue. This closure is proposed to last two months.
Summer 2012	Lambton Road	To construct the tunnel situated at the intersection of Lambton Road with Highway 3. This closure is proposed to last one year.
	Geraedts Drive	To construct the tunnel at the intersection of Highway 3 and Geraedts Drive. Access to St. Clair College from Geraedts Drive and Highway 3 will be temporarily moved to the west. This closure is proposed to last one year.
	Cabana Road/Todd Lane	To construct the tunnel at the intersection of Todd Lane and Cabana Road with Highway 3. Traffic from Cabana Road/Todd Lane and the intersection at Highway 3 will be shifted to the west side via Diversion 10 which will be located adjacent to the west side of existing Highway 3. This closure is proposed to last nine months.
	Highway 3 at Highway 401	To allow for removal of the existing bridge carrying Highway 3 over Highway 401. This closure is proposed to occur over a weekend.
	Intersection of Howard Avenue/ Laurier Parkway and South Talbot Road	To build the intersection of the Howard Avenue Diversion and connect it with Howard Avenue. Traffic will be diverted along County Road 8 to Walker Road toward Highway 3. This closure is proposed to last two weeks.
Fall 2012	Sandwich West Parkway	To complete the portion of the future Highway 3 at Sandwich West Parkway. Access to Sandwich West Parkway will be through Diversion 14 via Heritage Drive. This closure is proposed to last six to eight weeks.

Diversions

The use of temporary diversions (on-site temporary roads built to move traffic around construction activities) will assist in maintaining traffic flow. Road diversions are being built north and south of the existing Highway 3/Huron Church Road corridor between Howard Avenue and E.C. Row Expressway.

Temporary traffic diversions are being constructed over the next year. For additional information about the diversions please see the attached maps. The diversion locations are:

Diversion	Between	To connect	To allow
1	Bethlehem Avenue and Lambton Road	Spring Garden Road and Lambton Road	Construction of the Labelle Tunnel (T-2)
2	New Highway 3 to the east	New Highway 3 to the east	Construction of the Grand Marais Tunnel (T-3) and Bridge B-7 (west of Grand Marais Road)
3	New Highway 3 to the east	New Highway 3 to the east	Construction of the Oakwood Tunnel (T-5) and Bridge B-8 (east of Pulford Avenue)
4	New Highway 3	New Highway 3	Construction of Bridge B-9 (between Cabana Road and Geraedts Drive) and Bridge B-10 (West of St. Clair College) and the Todd/Cabana Tunnel (T-6)
5 and 7	New Highway 3	New Highway 3	Partial construction of the Hearthwood Tunnel (T-10B) and construction of the Oliver Estates Tunnel (T-11) and Bridge B-11 (west of Howard Avenue).
6	New Highway 3	New Highway 3	Future construction of Bridge B-12
8	Huron Church Line to New Highway 3	Huron Church Line to New Highway 3	Construction of the Villa Borghese Tunnel (T-7)
10	Cabana Road and Todd Lane	Cabana Road to Todd Lane	Construction of the Cabana Tunnel (T-6)
11 A	Geraedts Drive to existing Highway 3	Geraedts Drive to existing Highway 3	Construction of the Geraedts Tunnel (T-8)
11 B	Geraedts Drive to new Highway 3	Geraedts Drive to new Highway 3	Construction of the Geraedts Tunnel (T-8)
14	Heritage Drive to existing Highway 3	Sandwich West Parkway to existing Highway 3	Construction of the Cousineau Tunnel (T-9)

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Proposed Closure of E.C. Row Expressway On-ramp at Matchette Road

A two-year closure of the Matchette Road eastbound on-ramp to E.C. Row Expressway is proposed. Should this closure take place, it is anticipated to begin in March 2012.

Why are we proposing this closure?

This proposed closure would facilitate the installation of wick drains. Wick drain installation is required to complete the process of strengthening the soil base to support the new portion of highway being constructed in this area.

Wick drains are man-made drainage paths to allow faster settling of certain types of soils. They also provide greater strength in areas where a significant amount of fill will be placed. Once the wick drains are installed, fill will be placed to build up embankments and the area will be ready for road construction and paving. For additional information on wick drains, please visit:

www.weparkway.ca/pdfs/PIOH2%20Fact%20Sheets%20EN.pdf.

Detour Route

Traffic studies were conducted in the area of the proposed closure in October 2011. For the duration of this proposed closure the following traffic patterns are anticipated:

- Traffic coming from the north of E.C. Row Expressway on to Matchette Road will use Broadway Street/Ojibway Parkway to access E.C. Row Expressway east.
- Traffic east of Matchette Road will use Huron Church Road to access E.C. Row Expressway.

One alternative that is currently being examined is to allow northbound diverted traffic to turn left at Sprucewood Avenue.

Two designated detour routes are under consideration – one via Broadway Street to Ojibway Parkway and the second to Ojibway Parkway via Sprucewood Avenue. See the detour map on the back of this sheet.

Notification

Advanced signage will be installed seven to 14 days prior to the closure and will be positioned in strategic locations in relation to the traffic flow. Residents and business owners in adjacent areas will be made aware of this closure via direct mail drop. A public notice will appear in local newspapers and all information will be available at www.weparkway.ca.

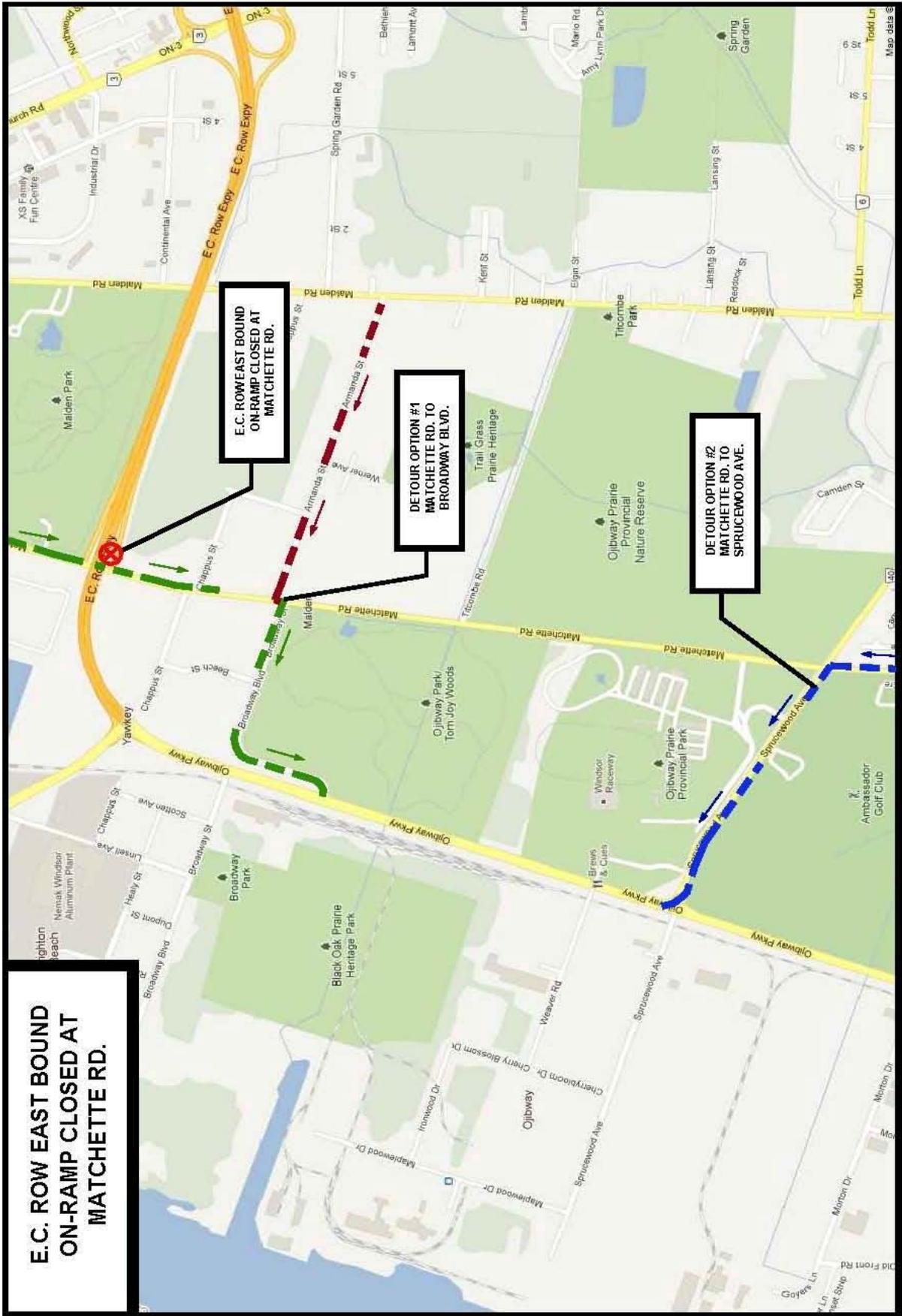
Have your say

We want to know your thoughts about this proposed closure and the associated detour routes. Please talk to one of our project staff, record your thoughts on the comment form, or contact the Public Liaison Office at 1-877-937-5929. Your feedback is important in understanding the possible impact this closure will have on the community.

Methods We Use To Communicate

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**E.C. ROW EAST BOUND
ON-RAMP CLOSED AT
MATCHETTE RD.**

**E.C. ROW EAST BOUND
ON-RAMP CLOSED AT
MATCHETTE RD.**

**DETOUR OPTION #1
MATCHETTE RD. TO
BROADWAY BLVD.**

**DETOUR OPTION #2
MATCHETTE RD. TO
SPRUCEWOOD AVE.**

What We Have Heard

The public has an important role to play during the design and construction of the Windsor-Essex Parkway. Over the course of 2011, the Windsor Essex Mobility Group's Public Liaison Office met with the community to seek feedback on various plans and aspects of the Parkway and to discuss questions, concerns and topics of interest. We will continue to work closely with the community throughout construction.

We listened and here's what we heard ...

Landscape and Trails

- you support the Carolinian landscape theme
- preservation is important
- you want us to avoid the use of invasive species in landscape treatments
- some of you prefer pedestrian bridges to tunnels
- you want us to consider the use of innovative lighting technologies along trails
- you feel Power Distribution Assembly units should be aesthetically pleasing
- you feel there is a need for landscape screening between homes and trails
- you support public art along the trails and using local artist contributions
- you suggest including bike rentals, restrooms, sitting areas, waste and recycling receptacles in the green space
- you would like the Parkway trails to connect to existing trail networks and municipal Trail Master Plans in Windsor-Essex

Noise/Vibration

- you would like additional information on final noise barrier design and installation timelines
- treating noise barriers with graffiti-resistant coatings should be considered
- there is support for using berms and screening to mitigate against noise impacts to maintain an open concept
- you are interested in details and results of ongoing pile driving and vibration monitoring

Construction Impacts

- you are interested in learning more about construction timelines, traffic flow and road closures
- there is a need for increased signage throughout the construction corridor
- construction haul routes need to be enforced
- you are interested in learning more about stockpile locations
- it is important to protect/control wildlife and species at risk
- it is important to have effective dust and mud mitigation measures in place

Stormwater Management

- you support fish habitat compensation
- you would like additional input on the proposed drainage system
- you would like additional input on barrier design restricting access to retention ponds
- you are interested in learning more about mitigation against geese and mosquitoes
- you want to learn more about future pond species
- you feel pump stations should be aesthetically pleasing

Consultation

- you want us to continue with regular meetings and providing opportunities for you to speak directly with project team members
- a broader distribution of information on upcoming meetings is needed
- input from community stakeholders is important and regular Parkway progress updates should continue

Every day the Public Liaison Office receives feedback, questions, and concerns from the public. What do we do with your feedback?

- It informs the implementation and continuous improvement of construction mitigation plans for noise and dust control, impacts to quality of life, and traffic disruptions.
- It helps us address immediate construction concerns/impacts and helps inform/improve the final design of the Parkway.
- We catalogue and track all feedback that is received to ensure answers/responses are provided in a timely manner and information is passed along to the design and construction teams.
- Your feedback has influenced the design of the Parkway and the Project Team is continually examining and evaluating the feedback we receive.

To date, your input has influenced many facets of the Parkway including:

- the format of our consultation events
- the methods we communicate and distribute information
- the design of drainage systems along the Parkway
- the installation of fencing and barriers along the construction corridor
- the design of the Landscape and Trail Master Plan.

Methods We Use to Communicate

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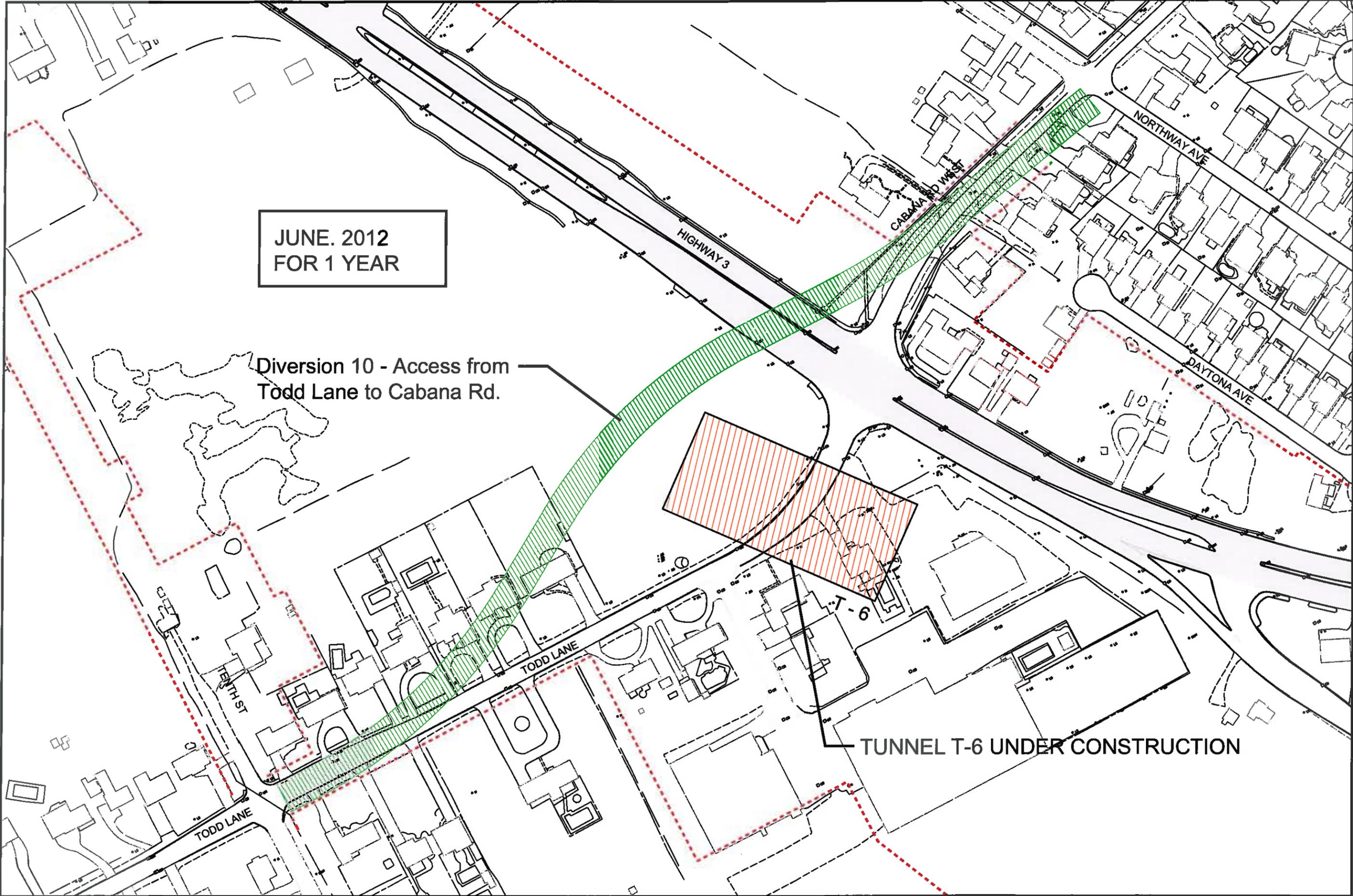
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JUNE. 2012
FOR 1 YEAR

Diversion 10 - Access from
Todd Lane to Cabana Rd.



TUNNEL T-6 UNDER CONSTRUCTION



JUNE 2012 TO
SUMMER 2013

ST. CLAIR
COLLEGE

TO BE CLOSED

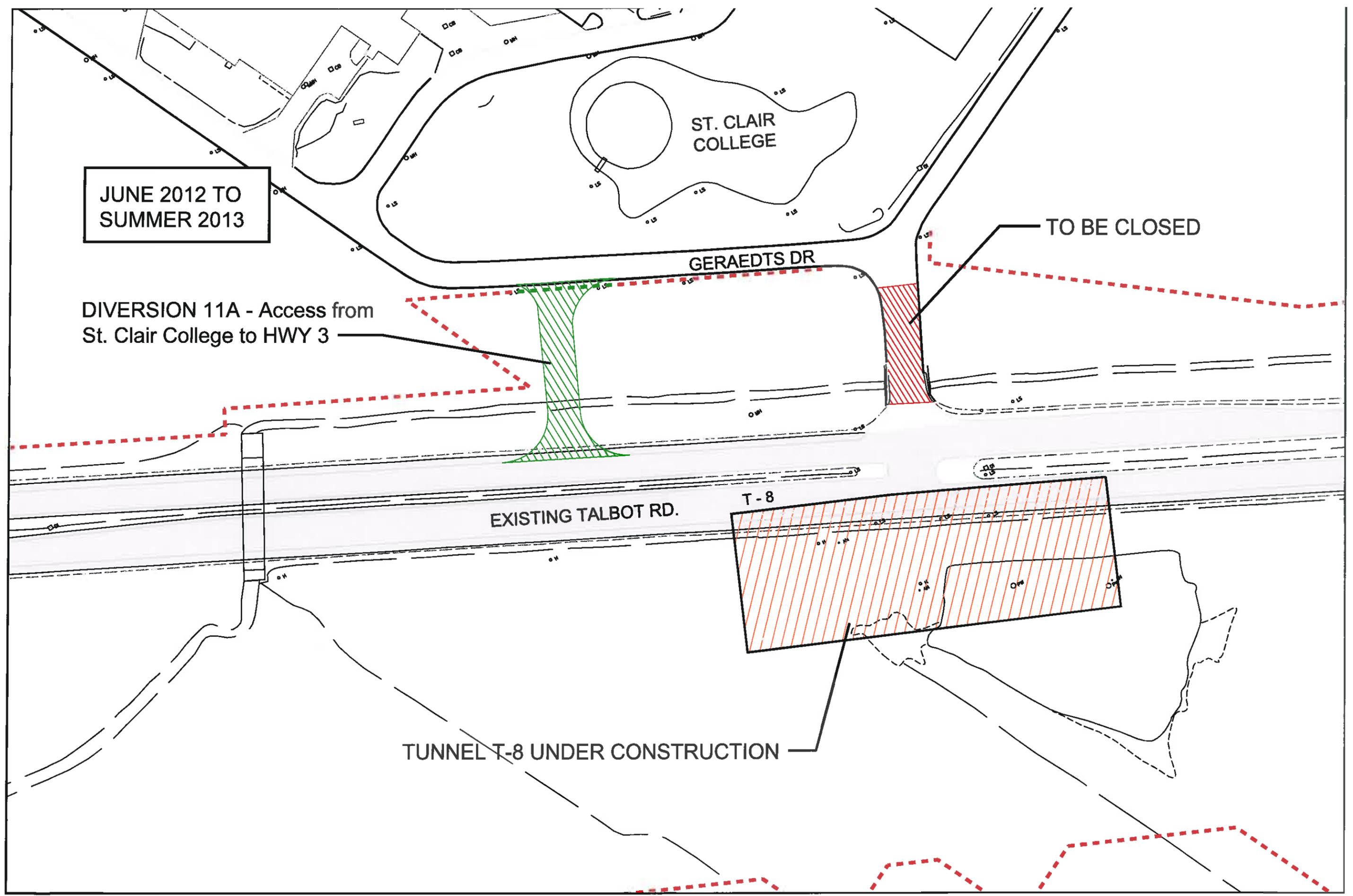
DIVERSION 11A - Access from
St. Clair College to HWY 3

GERAEDTS DR

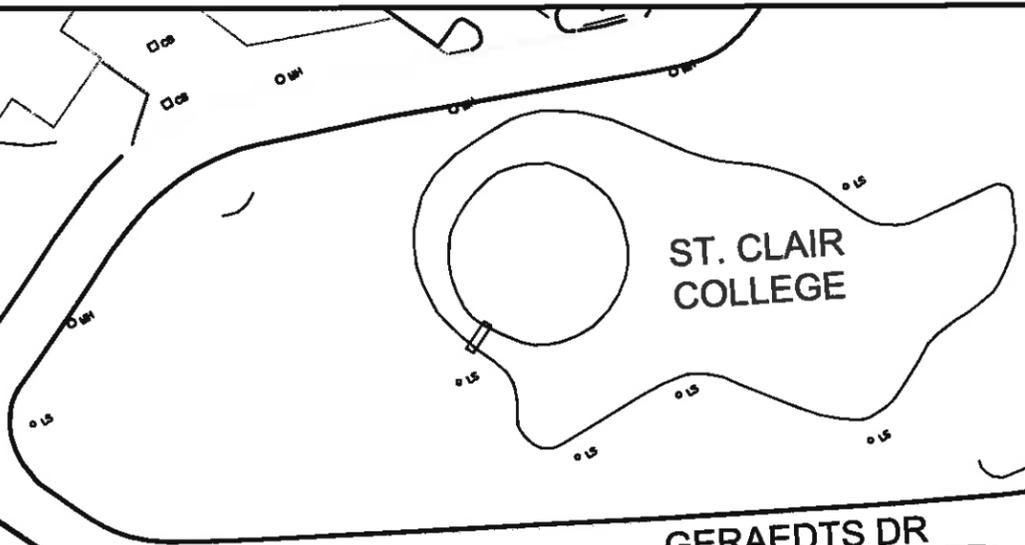
EXISTING TALBOT RD.

T-8

TUNNEL T-8 UNDER CONSTRUCTION



JUNE 2012 TO
SUMMER 2013



TO BE CLOSED

GERAEDTS DR

DIVERSION 11B - Access from
St. Clair College to new HWY 3



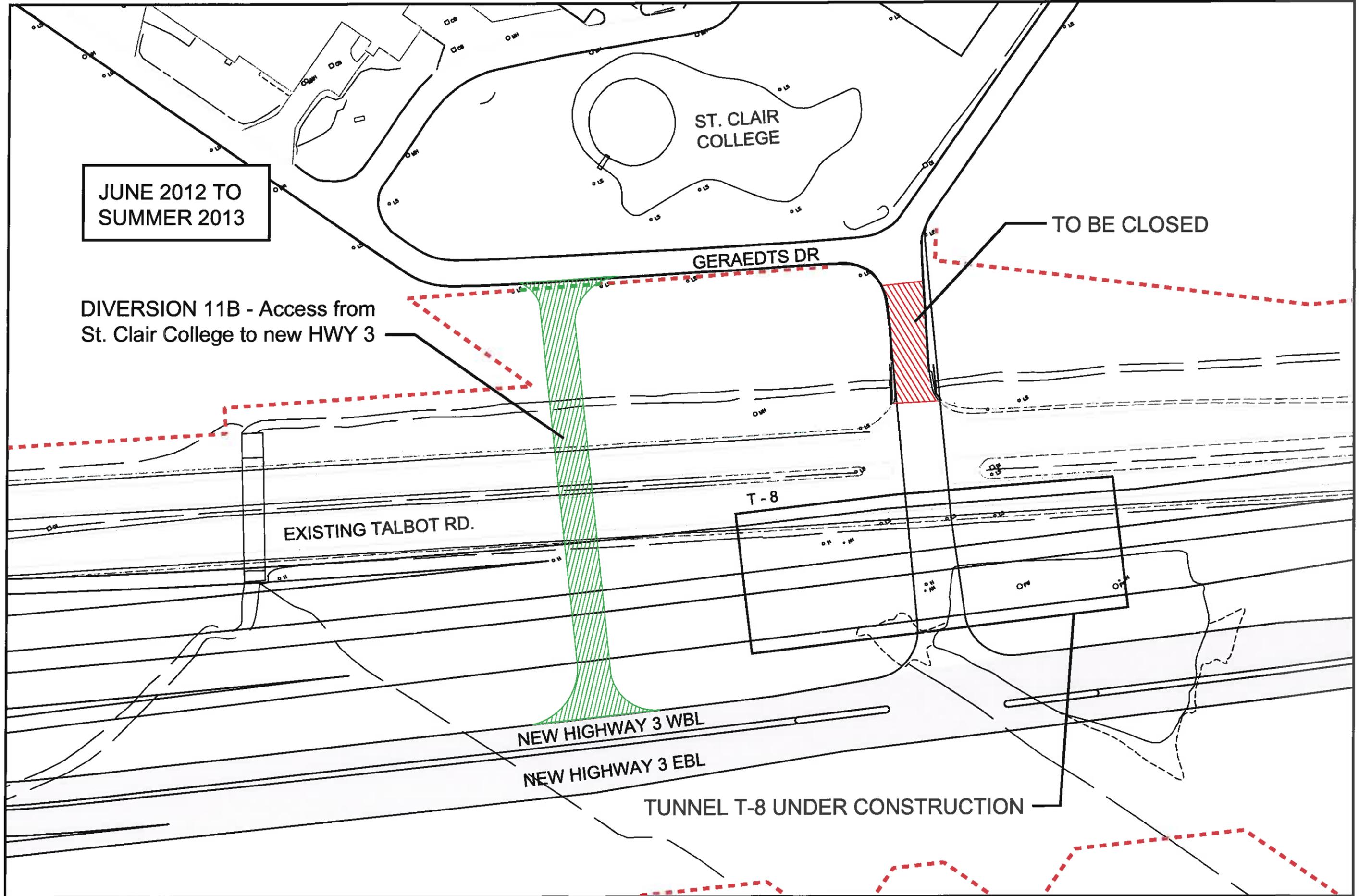
EXISTING TALBOT RD.

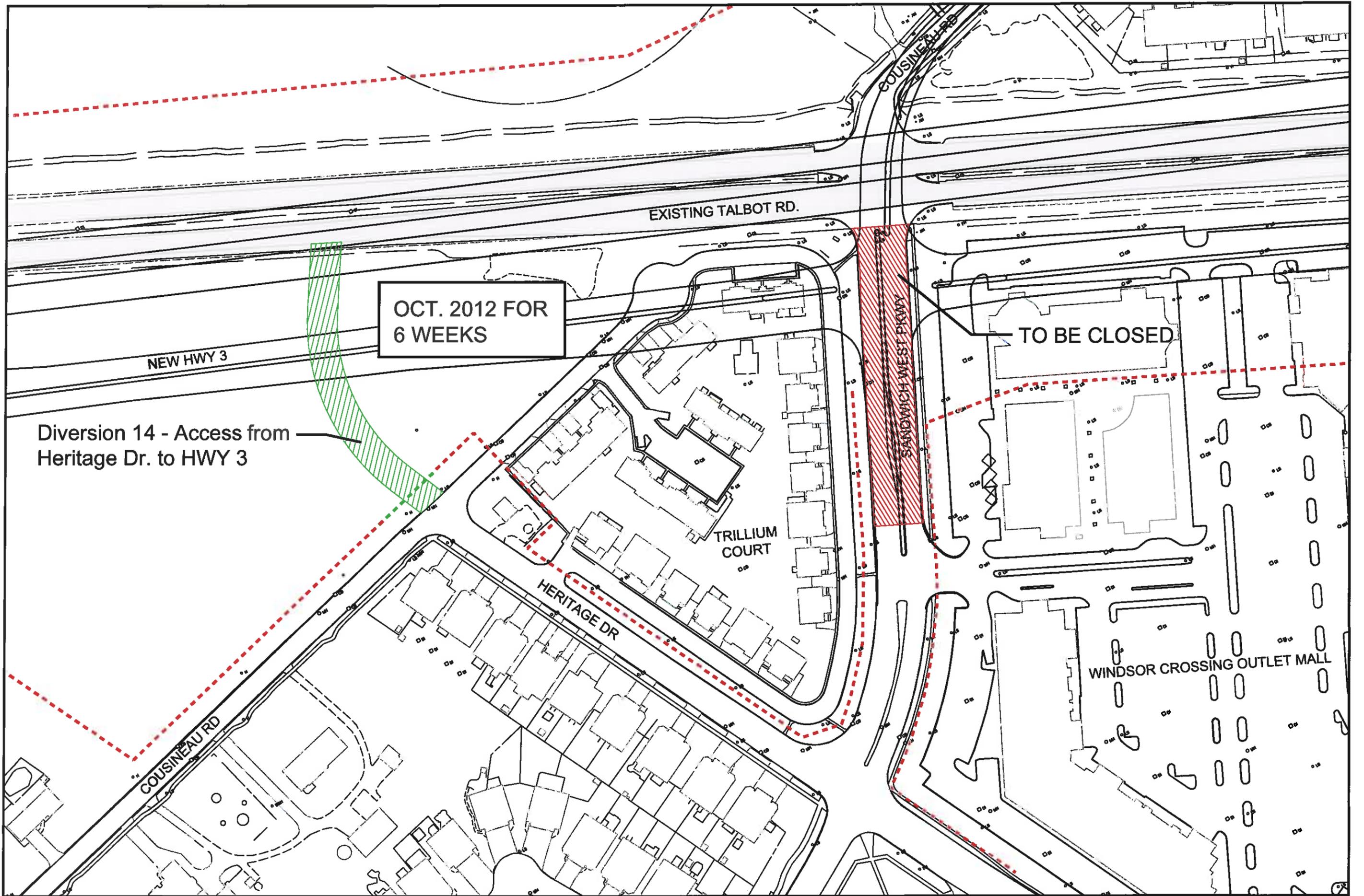
T-8

NEW HIGHWAY 3 WBL

NEW HIGHWAY 3 EBL

TUNNEL T-8 UNDER CONSTRUCTION





OCT. 2012 FOR
6 WEEKS

Diversions 14 - Access from
Heritage Dr. to HWY 3

TO BE CLOSED

NEW HWY 3

EXISTING TALBOT RD.

COUSINEAU RD.

TRILLIUM
COURT

HERITAGE DR

SANDWICH WEST PKWY

WINDSOR CROSSING OUTLET MALL

COUSINEAU RD