

DETROIT RIVER INTERNATIONAL CROSSING STUDY

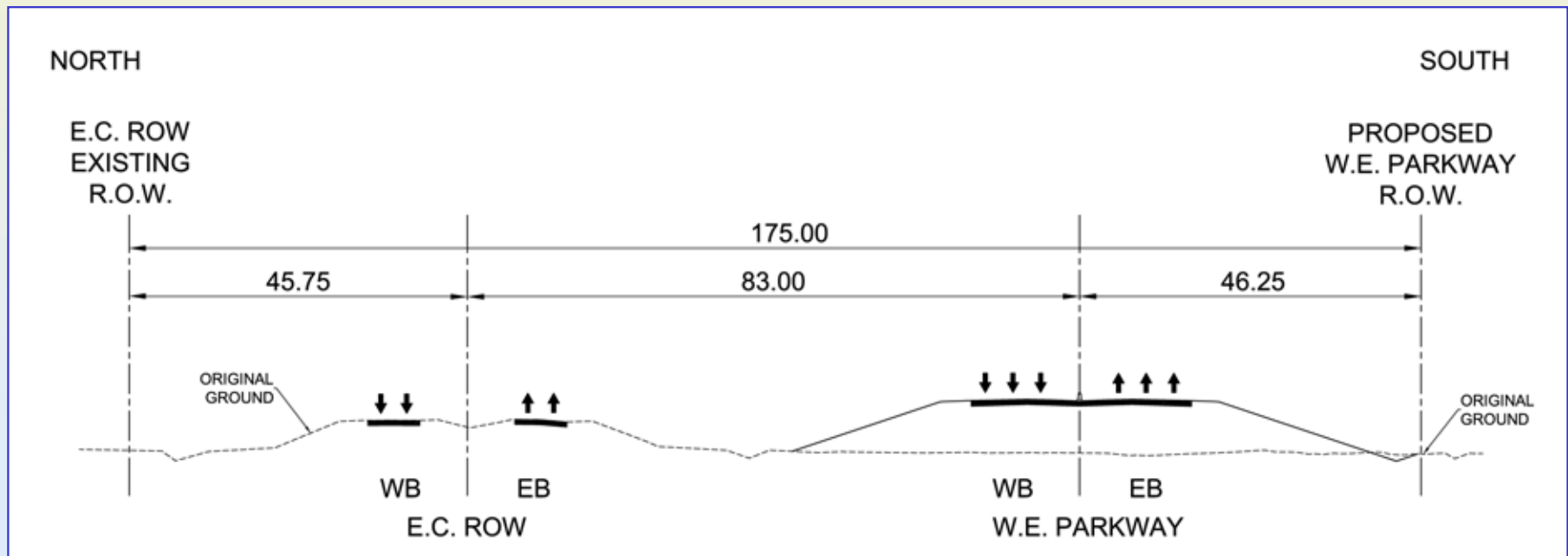
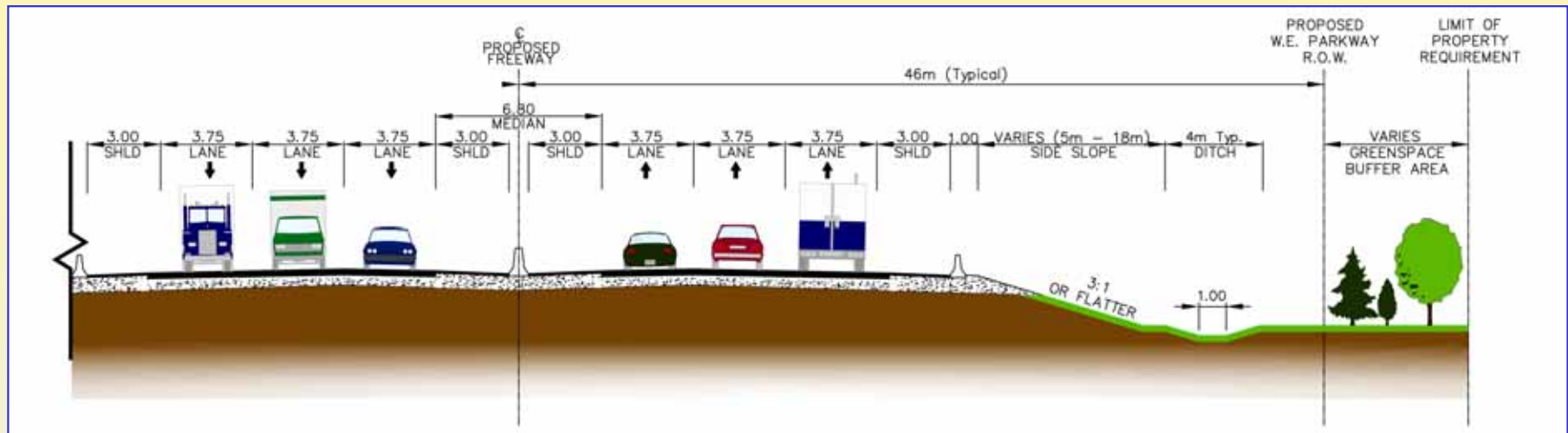
Meeting with Spring Garden Residents

October 15, 2008

What is the Parkway cross-section?

What is the complete highway cross-section?

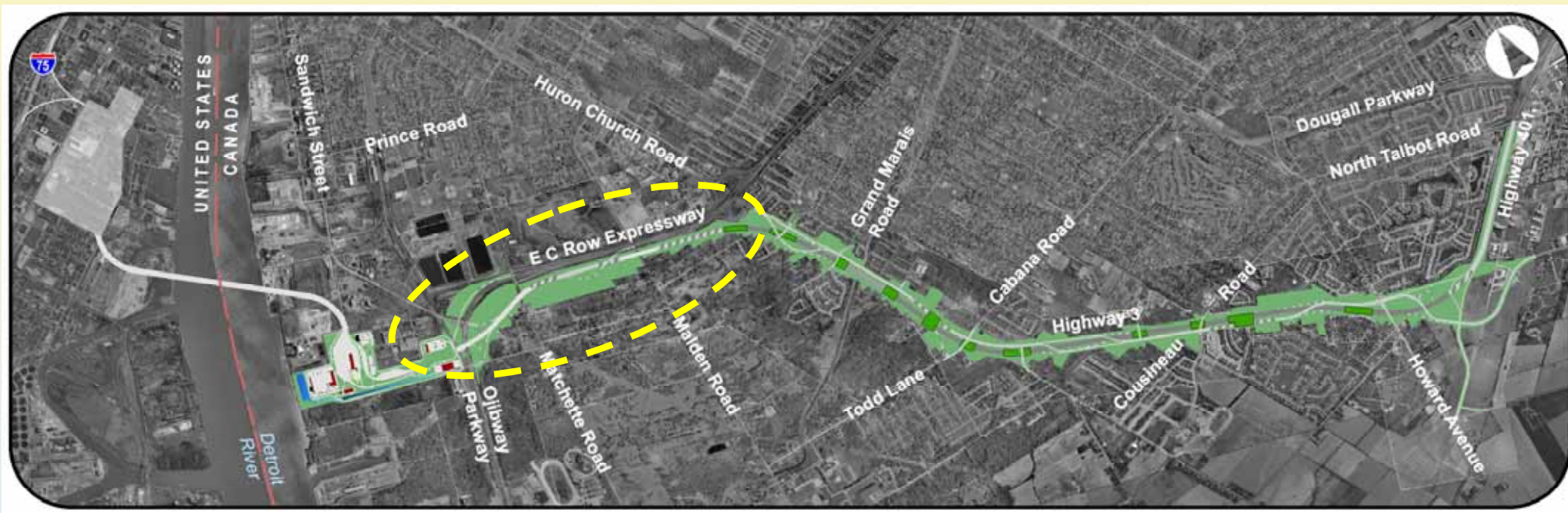
- 6-lane freeway – 3.75 m
- Full shoulders – 3.0 m
- Paved median with concrete barrier
- Side slopes – width varies with roadway elevation (3:1 or flatter)
- Ditches – 4 m with 1 m flat bottom (typical)
- Separation to proposed right-of-way – varies with buffer requirements and property availability
- In Spring Garden, right-of-way varies from 90 m to 170 m



Some Broad Areas of Concern

- Noise and air quality impacts
- Impacts on the natural environment
- Loss of vegetation (visual screening from highway)
- Proximity of new highway

Given these, can something different be done?



- Current design has the Windsor-Essex Parkway beside the E.C. Row corridor
- Proposed design integrates the Windsor-Essex Parkway into the E.C. Row corridor



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THE WINDSOR-ESSEX PARKWAY
PROPOSED TEPA REFINEMENT

SHEET 2 OF 2

OCTOBER 10, 2008



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THE WINDSOR-ESSEX PARKWAY
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SHEET 1 OF 2

OCTOBER 10, 2008

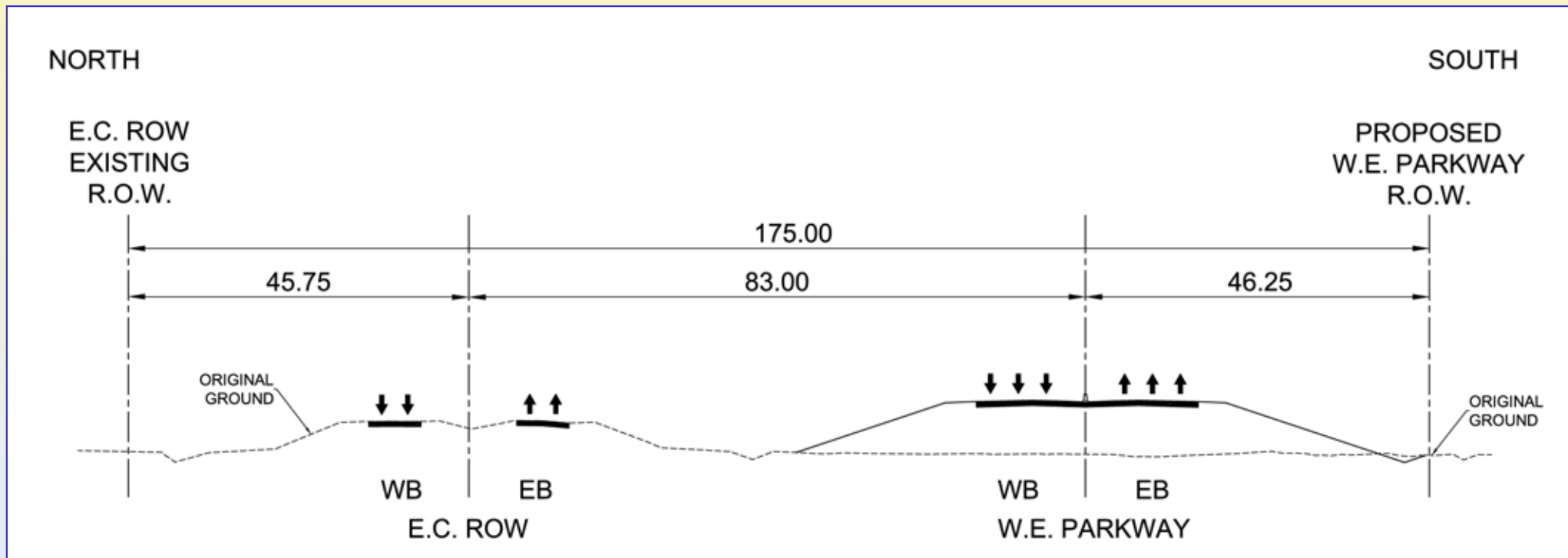


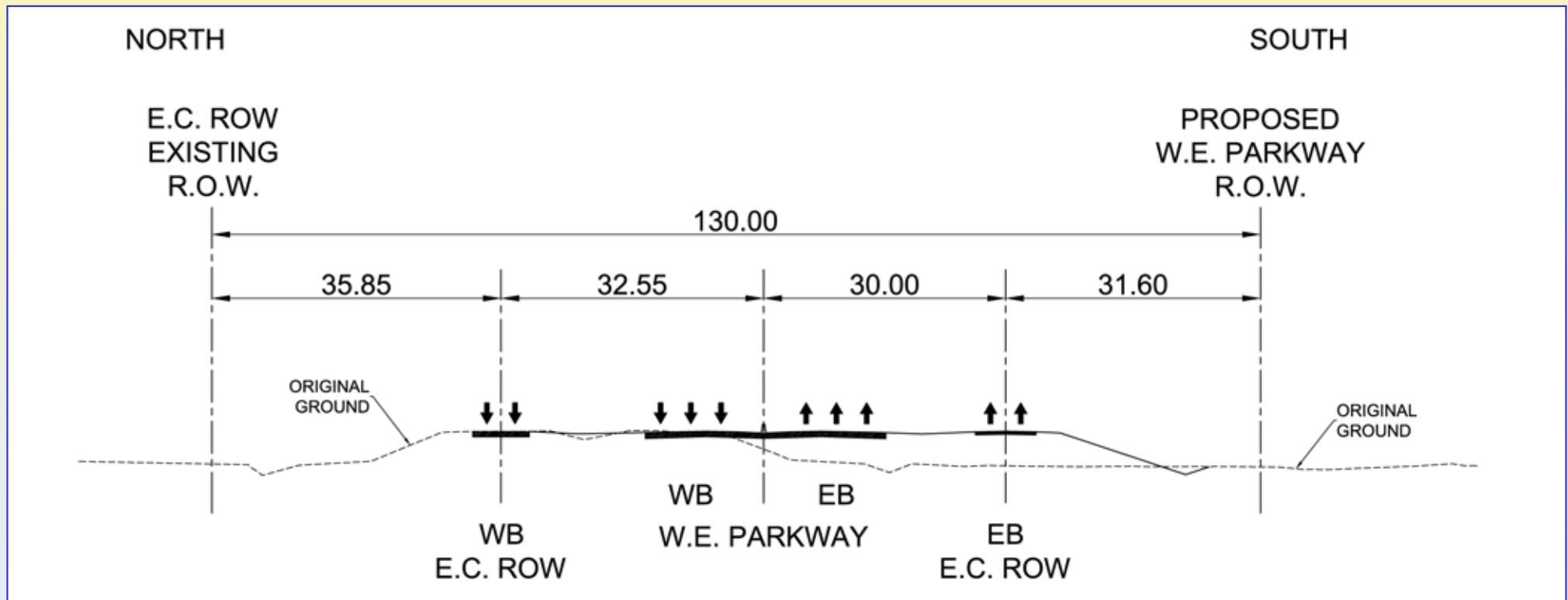
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- Increases distance from Windsor-Essex Parkway to Spring Garden Road by up to 60 m
- Reduces the impact of the eastbound ramp from W-E Parkway to E.C. Row
- Reduces impact to natural area (predominantly forested) by 25 acres (10 Ha)
- Provides larger buffer for Spring Garden residents
- Preserves areas of significant natural habitat