

Highway 401 and Lauzon Parkway Interchange Study Public Information Centre

Preliminary Design and
Class Environmental Assessment Study

GWP 3028-23-00

hwy401lauzon.ca



Sign In



Let us know if you have
any accessibility needs



Chat with Project Team



Fill out a comment sheet

Welcome to the Public Information Centre

The purpose of this Public Information Centre (PIC) is to present and gather your feedback on the:

- The study overview and the process being followed
- Existing conditions and background information
- Interchange alternatives
- The evaluation of interchange alternatives
- The technically preferred plan
- The preliminary environmental protection and mitigation measures

Information related to this PIC is available on the project website

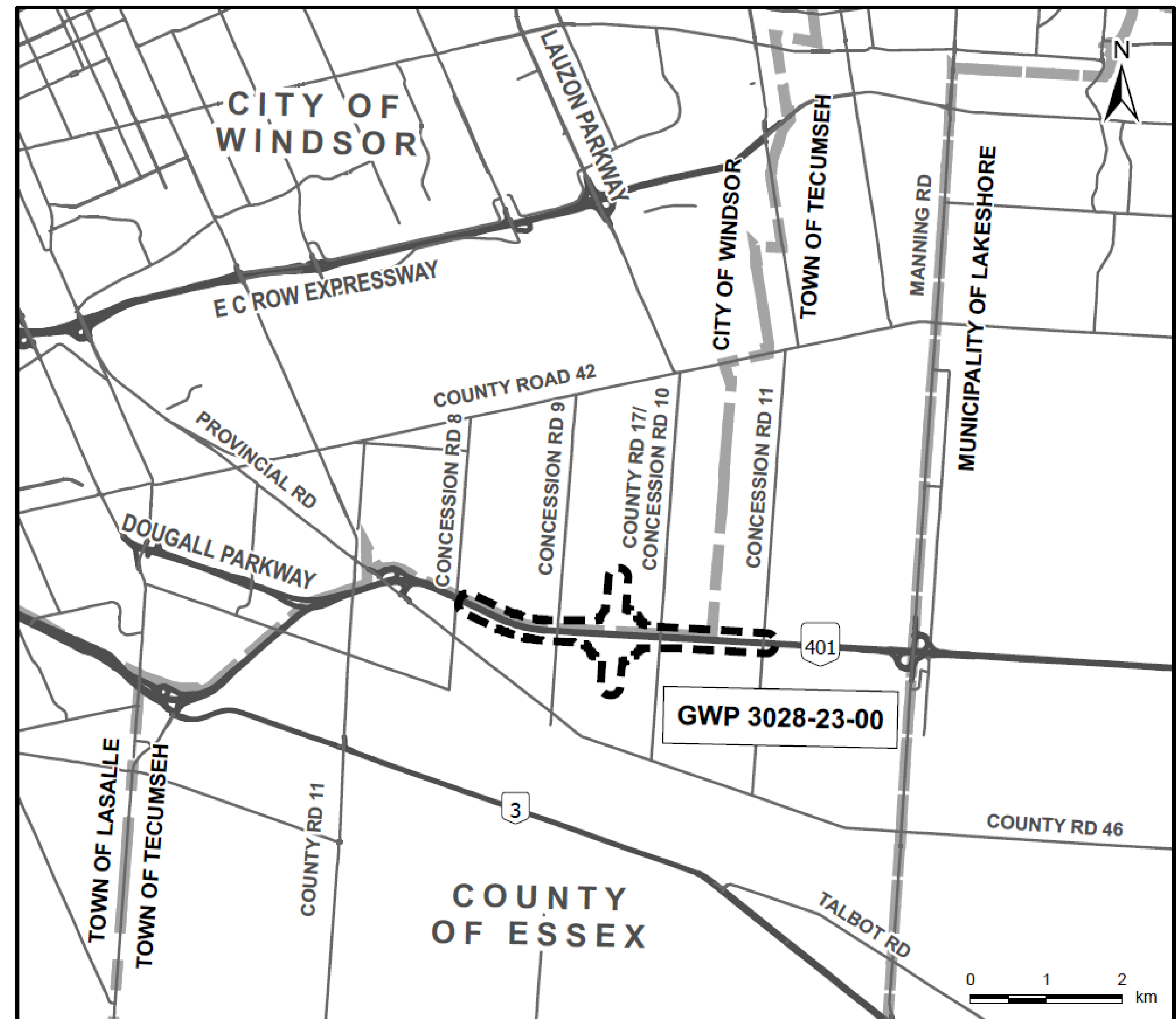
www.hwy401lauzon.ca

About The Project

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design and Class Environmental Assessment (Class EA) Study for a new interchange at the future Highway 401 connection to the Lauzon Parkway. The study area is located in the City of Windsor and the Town of Tecumseh in Essex County.

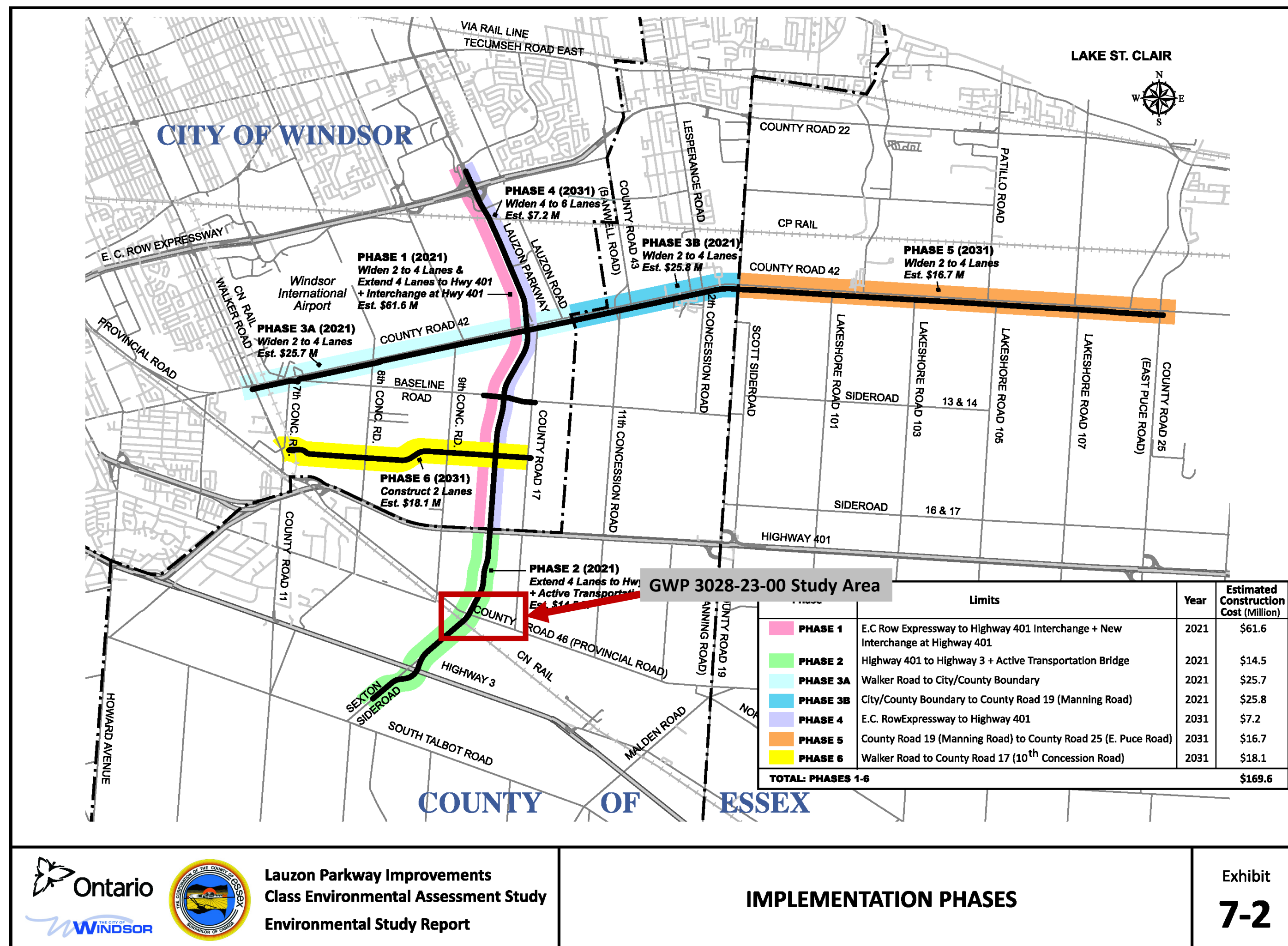
This study will identify and evaluate interchange design alternatives to address the current and future transportation needs in the study area.

This interchange study will build upon the previous Municipal Class EA Study for the Lauzon Parkway, which included a proposed interchange at Highway 401. The previous study was completed over 10 years ago. This study will review the previously proposed interchange alternatives, address current standards and regulations, update existing conditions, and will advance the design of the interchange to be able to proceed to Detail Design.



Study Area

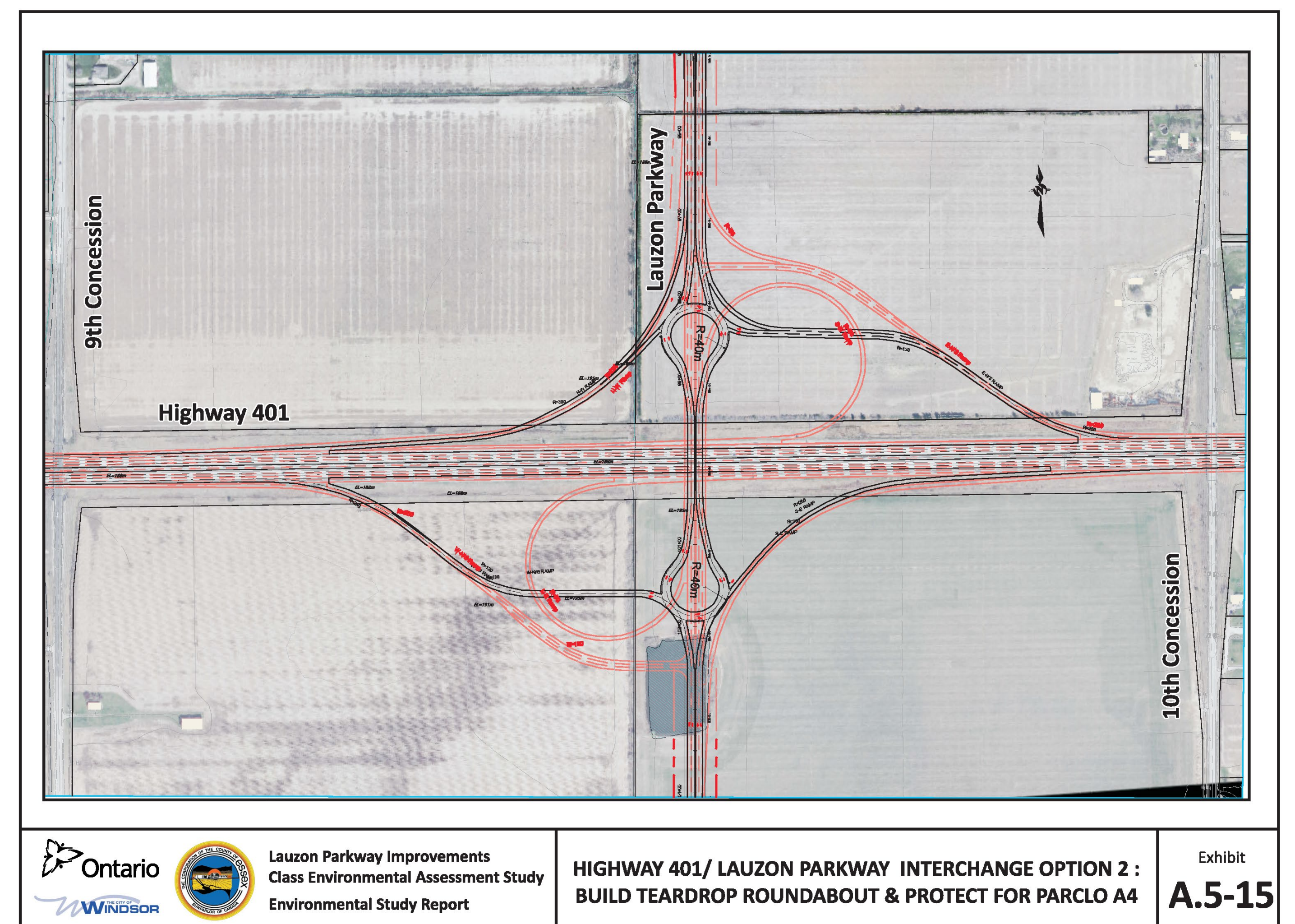
Lauzon Parkway Environmental Study Report



2014 ESR Implementation Phase, showing the proposed route of Lauzon Parkway (Pink and Green)

- The MTO, the City of Windsor and the County of Essex, completed a Municipal Class Environmental Assessment (EA) Study to address the future requirements for Lauzon Parkway, County Road 42, and the future East-West Arterial.
- An Environmental Study Report (ESR) dated January 2014 and a May 2015 Addendum documented the Class EA Study and was carried out in accordance with the Municipal Class Environmental Assessment (October 2000 as amended in 2007 and 2011).

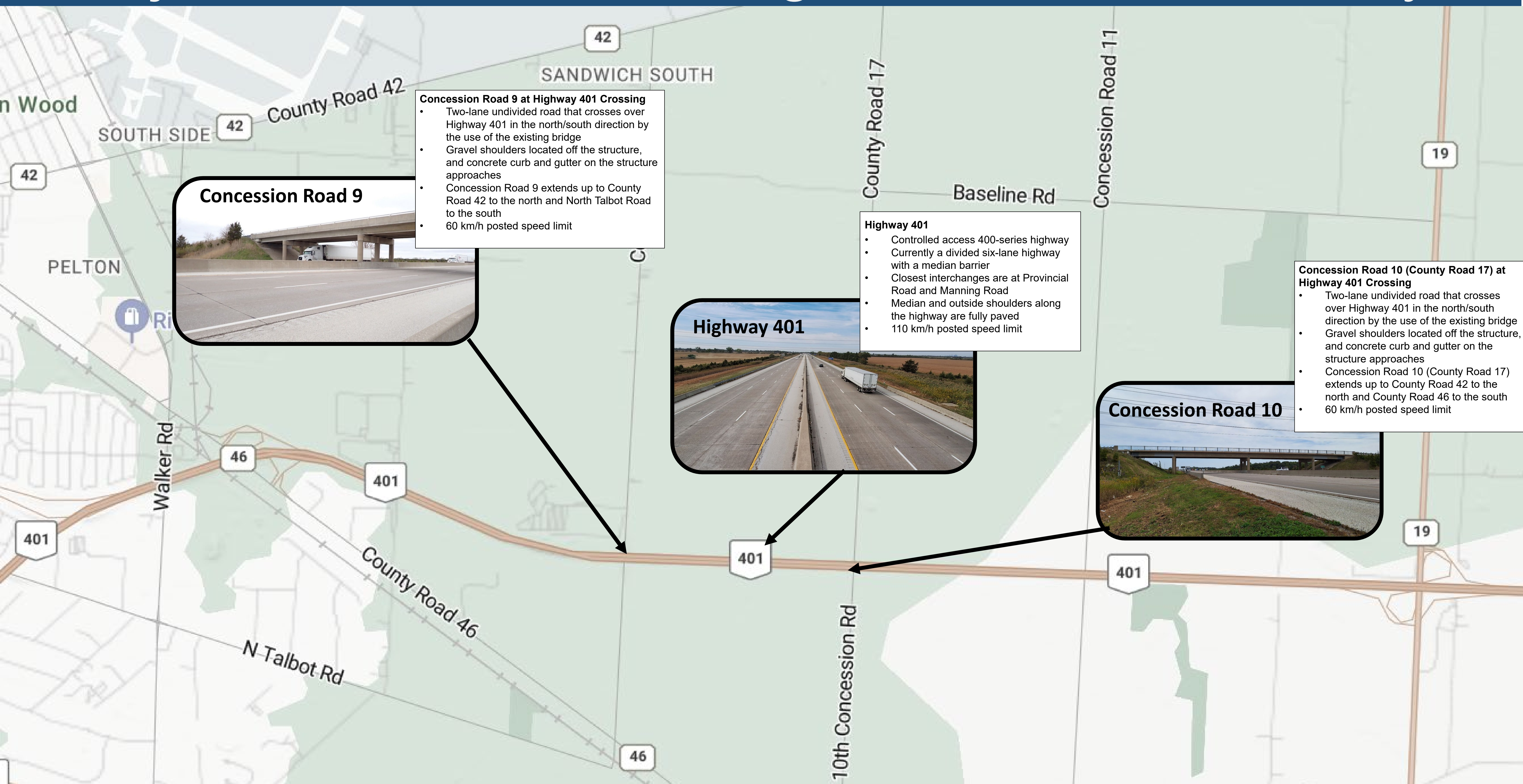
For questions regarding the previously completed ESR or the Lauzon Parkway please contact:
Transportation Planning Division
 350 City Hall Square East, Suite 210
 Windsor, Ontario N9A 6S1
 Phone: (519) 255-6267 ext. 6003
 Email: transportation@citywindsor.ca



2014 ESR Interchange Option considered – Teardrop (Roundabouts) & Protect for a future Parclo A4 Interchange

- The Study identified a Recommended Plan for the extension and widening of the municipal Lauzon Parkway.
- A potential interchange at Highway 401 and the future Lauzon Parkway from E.C. Row Expressway was identified as part of Phase 1 in the ESR.

Project Overview & Existing Conditions - Roadways



Highway 401 Improvements

A new interchange is proposed at Highway 401 and the future Lauzon Parkway.

For more details, see:

- Evaluation of Interchange Alternatives



Active Transportation

An Active Transportation Multi-Use Pathway (MUP) is being considered as part of this study.

For more details, see:

- Evaluation of MUP Alternatives



Bridge Improvement

Potential for replacements/removals of Concession Road 9 and Concession Road 10 Bridge.

For more details, see:

- Preliminary Structure Alternatives - Concession Road 9
- Preliminary Structure Alternatives - Concession Road 10

Class Environmental Assessment Process

Environmental Assessment Process

This study is being carried out under the requirements of the *Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways (2024)*, which is approved under the *Ontario Environmental Assessment Act* for provincial transportation projects of a defined scope and magnitude.

The Class Environmental Assessment process is an approved process for highway planning, design, and construction projects. The study is following a Group 'B' process, which includes major improvements to existing provincial transportation facilities.

This study aligns with the 2014 ESR and municipal process while fulfilling the requirements of the MTO Class EA process and includes a review of the previous alternatives developed as part of the 2014 ESR, refinements to the alternatives, an evaluation of alternatives, and selection of a preferred plan.

At the end of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day comment period.

Ongoing Transportation Needs Assessment

Preliminary Design

Data Collection

Review available background information and conduct field investigations as required to identify existing conditions in the study area

Generate & Evaluate

Develop preliminary design alternatives to address structural needs, improve the highway safety and operations, and consider potential impacts to the existing natural, social, and cultural environment to identify a preferred plan

Select

Identify the preferred plan and mitigation measures to address potential impacts

Refine

Complete preliminary design of the preferred plan including a potential implementation strategy

Report

Document the process leading to the preferred plan

Clearance

The Class EA requirements are met, and the project is cleared to proceed to detail design

Future Stages

Detail Design

Construction



Ongoing Public Consultation

Consultation during Preliminary Design



Notifications and project website

May 2, 2024



Agency and Municipal Meetings



Municipal Meetings



Public Information Centre

April 16, 2025
We Are Here



Municipal Meetings



Transportation Environmental Study Report
30-day public comment period

Est. Mid-2025



Consultation during Construction

Construction timing
subject to funding
and approval

Problems and Opportunities

The purpose of the study is to identify a recommended plan that addresses current and future transportation needs in the study area as part of the Ministry's ongoing review of safety and operations for the provincial highway network. This study will include reviewing existing conditions, developing and evaluating alternatives, identifying a preferred plan, and developing environmental protection/mitigation measures.

Problems






- A connection is required between the future proposed Lauzon Parkway extension and Highway 401
- Existing underpasses at Concession Road 10 (County Road 17) and Concession Road 9 may be impacted by a potential interchange

Opportunities

- Provide a new interchange to connect Highway 401 and the future Lauzon Parkway
- Improves connectivity for future industrial, commercial and residential growth
- Modifications to Concession Road 10 and / or Concession Road 9 structures
- Improve active transportation connections

Transportation Needs Assessment - Alternatives to the Undertaking

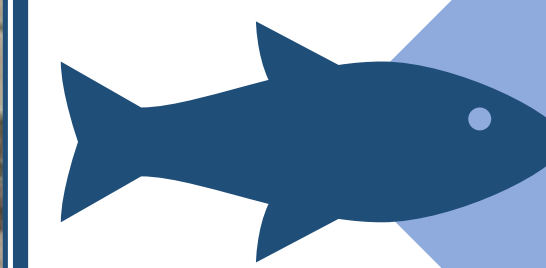
The MTO Class EA includes a Transportation Needs Assessment process which requires that ‘reasonable alternatives’ be considered to address identified challenges and opportunities. This involves two levels of analysis. The Alternatives to the Undertaking considers a broad range of alternatives that could address the project needs. As part of this study, the project team reviewed previous studies and reports including the 2014 Municipal Class EA Study for the Lauzon Parkway, which included a proposed interchange at Highway 401. These 2014 alternatives were considered as part of the assessment of Alternatives to the Undertaking. Once the best alternative is selected, the Alternative Methods of Carrying out the Undertaking can be studied. A summary of the Alternatives to the Undertaking screened for this study are provided below:

Do Nothing Area transportation system would be limited to maintenance of current transportation infrastructure and the implementation of approved provincial and municipal initiatives.	 Does not address the needs and opportunities for the study area. Do not carry forward.
Optimize the Existing Area Transportation System Optimize the existing area transportation system by Travel Demand Management (TDM) and Transportation Systems Management (TSM). TDM will improve the operation of transportation by managing travel demand during peak hours. TSM will improve the transportation system through strategies and technology policy initiatives.	 Does not address the needs and opportunities for the study area. Do not carry forward.
Expanded / New Non-Road Infrastructure Initiatives including new or improved local transit service for public transportation, increased freight rail services for goods movement, providing inter-regional transit and passenger rail, and/or providing provincial transitways through new/increased services.	 Does not address the needs and opportunities for the study area. Do not carry forward.
Widen / Enhance Existing Road Network Widen/enhance municipal arterial roads to improve capacity and operations and provide congestion relief on existing facilities through additional lanes to increase the performance of the overall transportation network.	 Does not address the needs and opportunities for the study area. Do not carry forward.
Establish Connection between Highway 401 and future Lauzon Parkway Includes a new interchange at Highway 401 and the future proposed Lauzon Parkway to provide improved capacity and operations.	 Addresses the needs and opportunities for the study area. Carry forward.

Existing Conditions – Environmental & Community

Environmental investigations are being completed as part of this Class EA study, including but not limited to those listed below. These investigations will provide a detailed inventory of existing study area conditions.

- Terrestrial Ecosystems Assessment
- Land Use / Socio-economic Assessment
- Stage 1 & 2 Archaeological Assessments
- Fish and Fish Habitat Assessment
- Contamination Overview Study
- Noise Assessment
- Surface Water and Ground Water Review
- Tree Inventory
- Sediment and Erosion Risk Assessment



The Little River runs North-South through the study area. There are no records of provincially or federally regulated aquatic species in watercourses within the study area.



Special Concern and provincially rare plants and wildlife were identified in the study area. Forested communities in the study area contain suitable bat maternity trees and bats.



Much of the study area has been flagged as having archaeological potential. Field investigations will be undertaken for any areas impacted by the preferred plan.



The study area is comprised mainly of agricultural areas, meadows and hedgerows along the ROW. Occasional forest and thicket communities were also present.

Evaluation Process



Step 1 – Identify Evaluation Factors & Criteria

Evaluation criteria were established through:

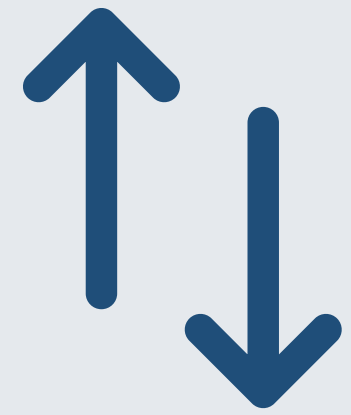
- public input
- similar projects
- provincial guidelines
- existing conditions

Please see the next board for the evaluation criteria.



Step 2 - Evaluate Alternatives

The evaluation process considered a range of engineering and environmental (natural, socio-economic and cultural) factors in the study area. Alternatives were evaluated using a comparative analysis based on the evaluation criteria to consider the advantages and disadvantages of each alternative. The evaluation process provides an objective approach to the analysis and evaluation of each alternative.



Step 3 - Rank Alternatives

Each alternative was ranked to provide an overall recommendation (Most Preferred, Moderately Preferred, Least Preferred). This is the basis for identifying the Preferred Plan.



Step 4 – Preferred Plan

The Preferred Plan was selected and refined based on public input at this PIC.

Preliminary Evaluation Criteria

The following factors and criteria were used to evaluate the alternatives carried forward:



Evaluation of Interchange Alternatives



LEGEND

New roadway

Limit of MTO right of way

Potential Property Impacts

Screened Out

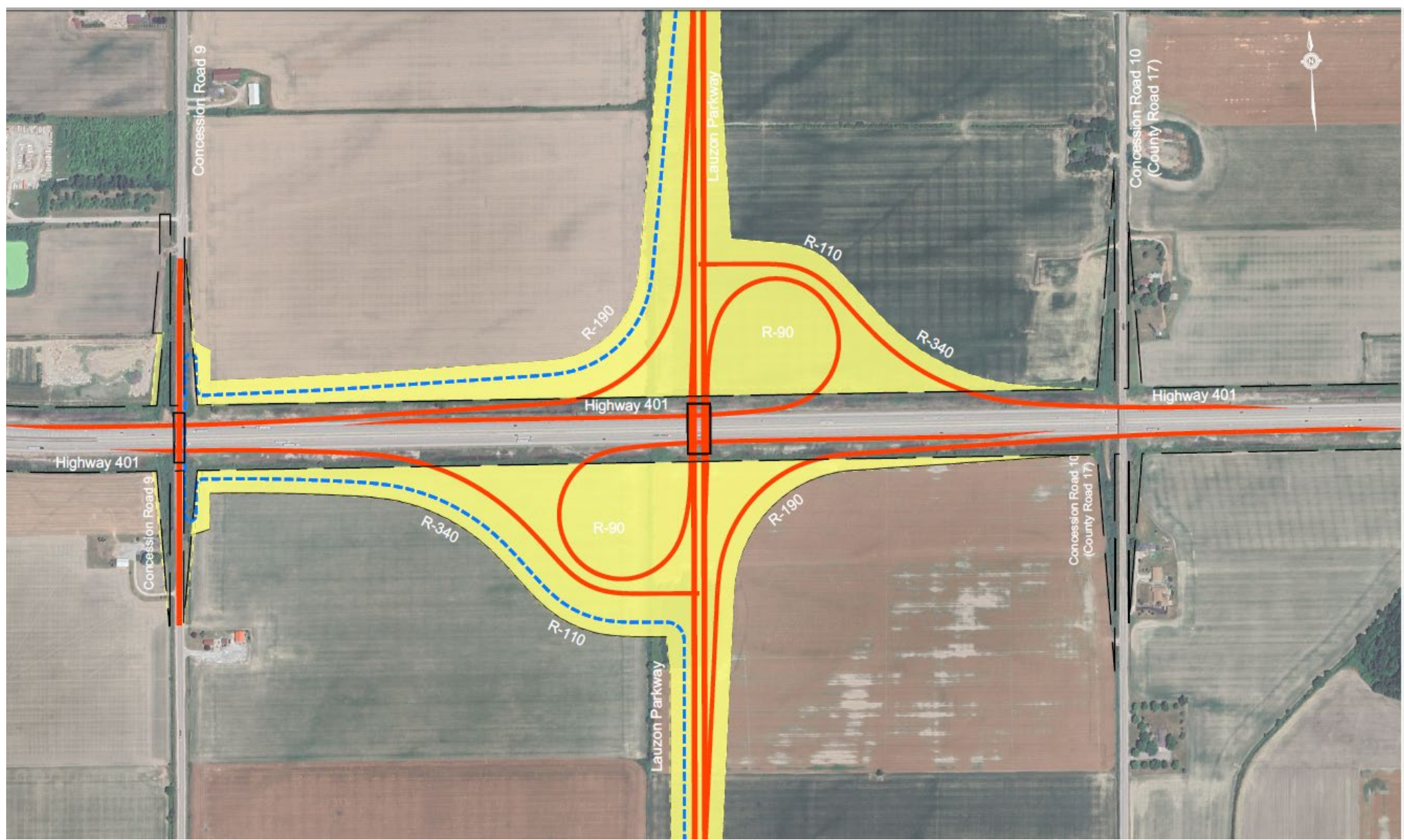
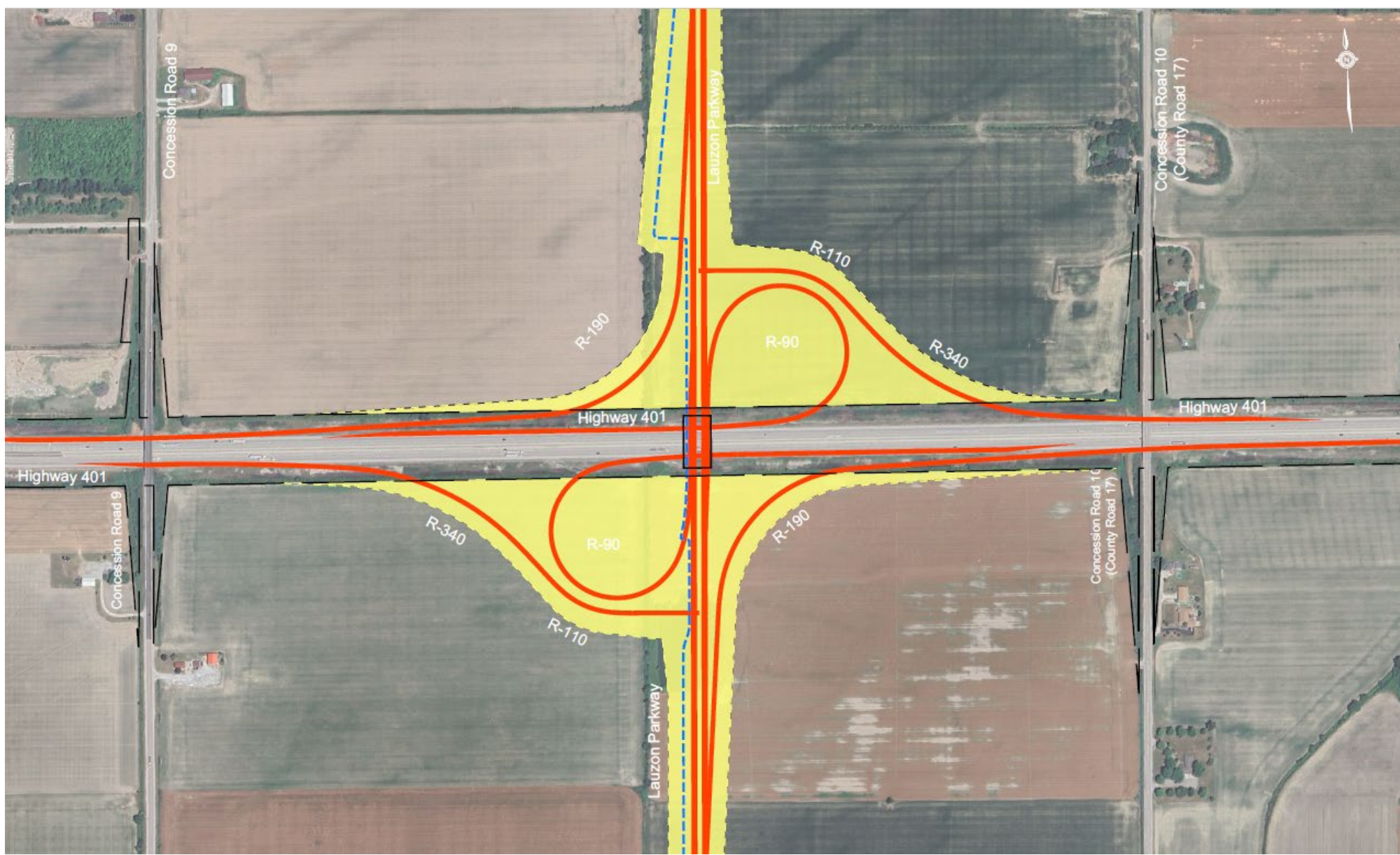
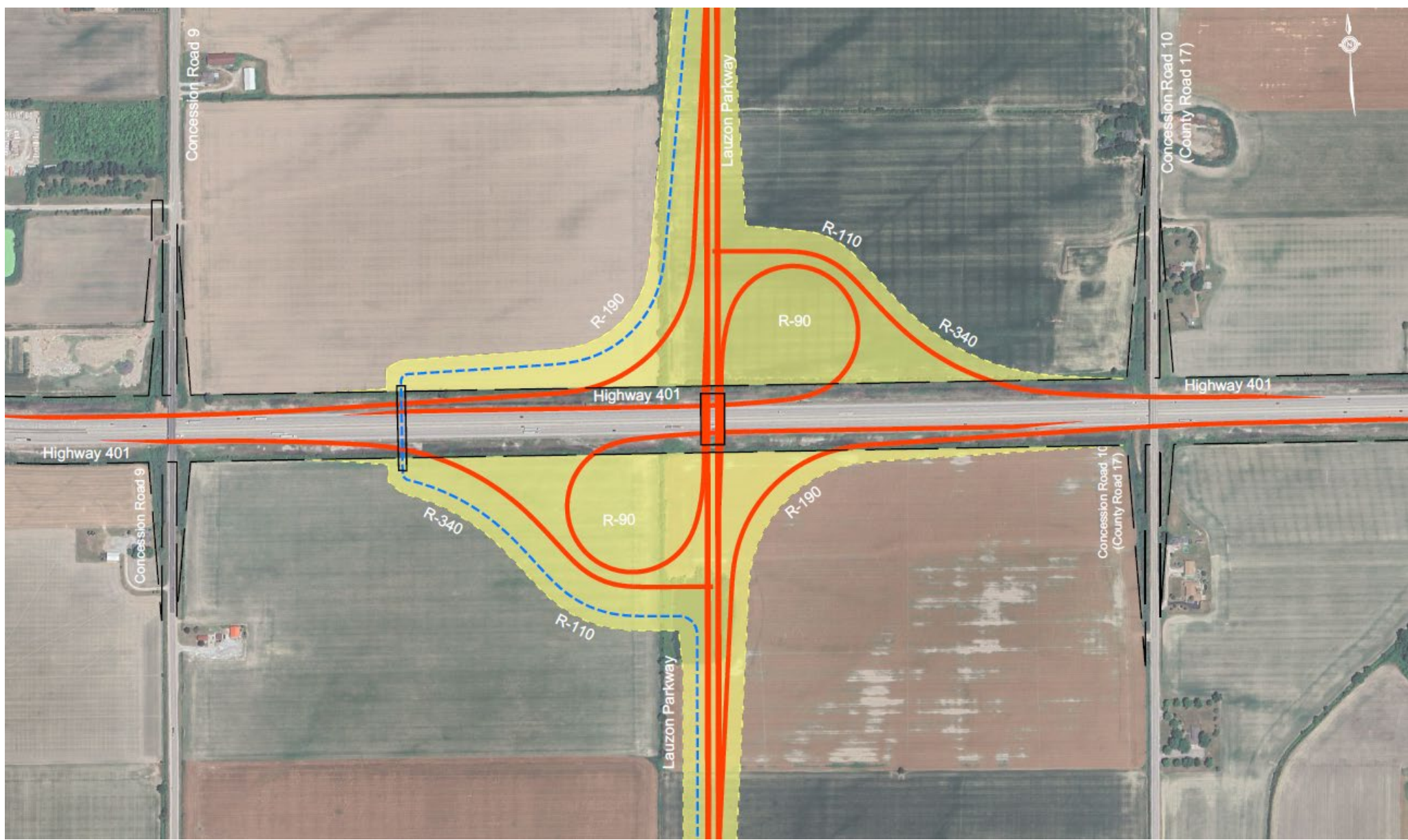
Selected as the Preferred Alternative

Factors / Criteria	Alternative 1: Teardrop	Alternative 2: Parclo A4 (Preferred)
Highway Engineering <ul style="list-style-type: none">Geometrics and SafetyTraffic OperationsConstructabilityUtilitiesCost	Moderately Preferred	Most Preferred
Natural Environment <ul style="list-style-type: none">Terrestrial EcosystemsFish and Fish HabitatSpecies at Risk	Moderately Preferred	Most Preferred
Socio-Cultural Environment <ul style="list-style-type: none">PropertyBusiness Operations/ ViabilityNoise/ Air QualityContaminationStormwaterArchaeological and Cultural Heritage Resources	Moderately Preferred	Most Preferred

ALTERNATIVE 2: PARCLO A4 is recommended for the following reasons:

- ✓ Higher traffic capacity compared to Alternative 1
- ✓ Interchange configuration can better accommodate future traffic growth and reduces the need for future improvements
- ✓ Conventional interchange configuration is more consistent with driver expectations for other Highway 401 interchanges in this area
- ✓ Requires the least amount of property
- ✓ Impacts the least amount of agricultural land

Evaluation of Multi-Use Pathway (MUP) Alternatives



- 1

Alternative 1: Stand-alone Bridge over Highway 401
- 2

Alternative 2: MUP incorporated into ramps and new Lauzon Parkway bridge
- 3

Alternative 3: MUP on Concession Road 9 new bridge

LEGEND

Existing Highway 401 Right-of-way

New Roadway

New Multi-Use Path

Property Required



Factors / Criteria	Alternative 1	Alternative 2	Alternative 3
Highway Engineering	Least Preferred	Least Preferred	Most Preferred
Natural Environment	Moderately Preferred	Moderately Preferred	Least Preferred
Socio-Cultural Environment	Moderately Preferred	Least Preferred	Moderately Preferred

Alternative 3 is recommended for the following reasons:

- ✓ Does not require a new stand-alone MUP structure crossing of Highway 401 when compared to Alternative 1
- ✓ Safer operations by avoiding interaction crossing points at ramps that would be required for Alternative 2
- ✓ New Concession 9 bridge could be designed to accommodate a multi-use trail crossing in the future

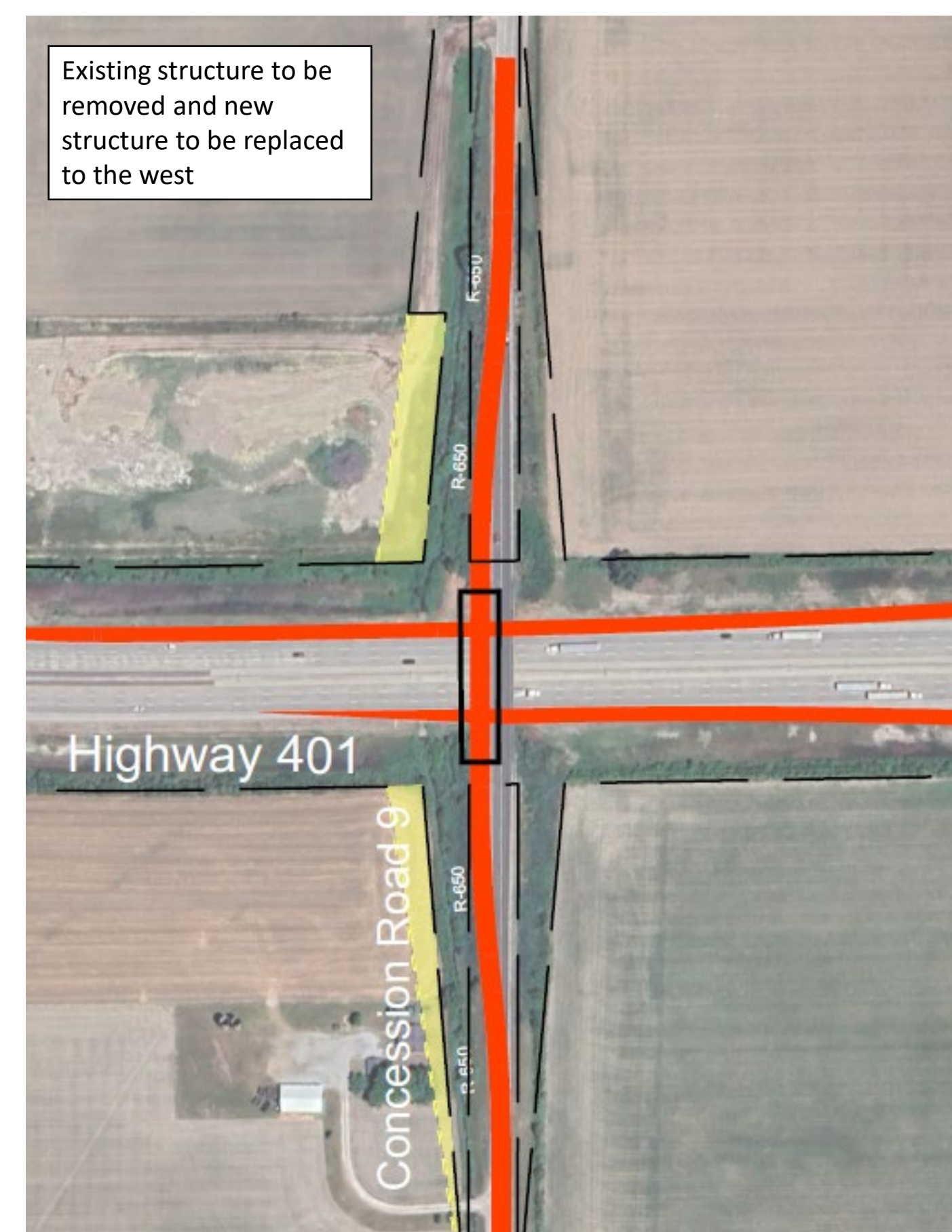
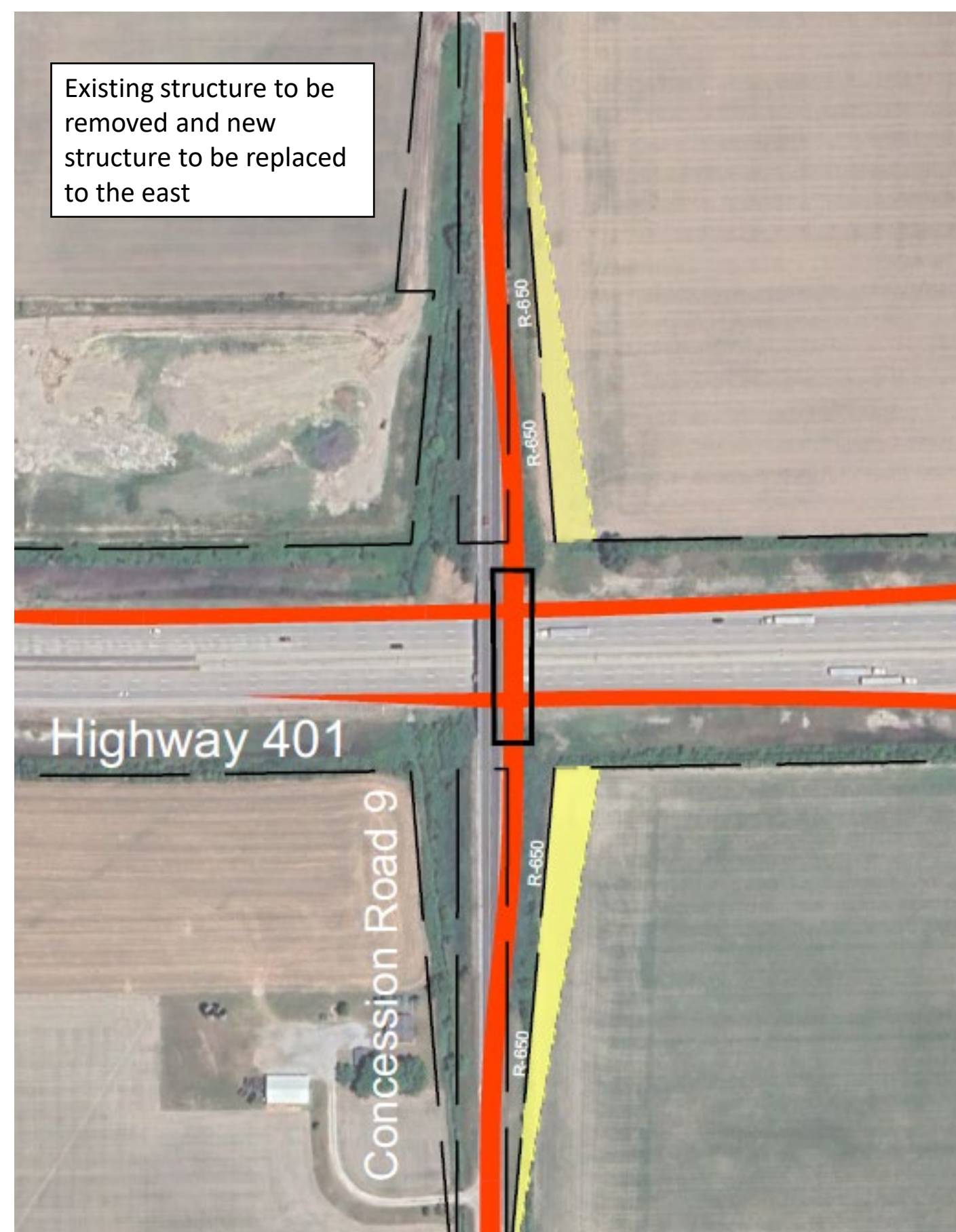
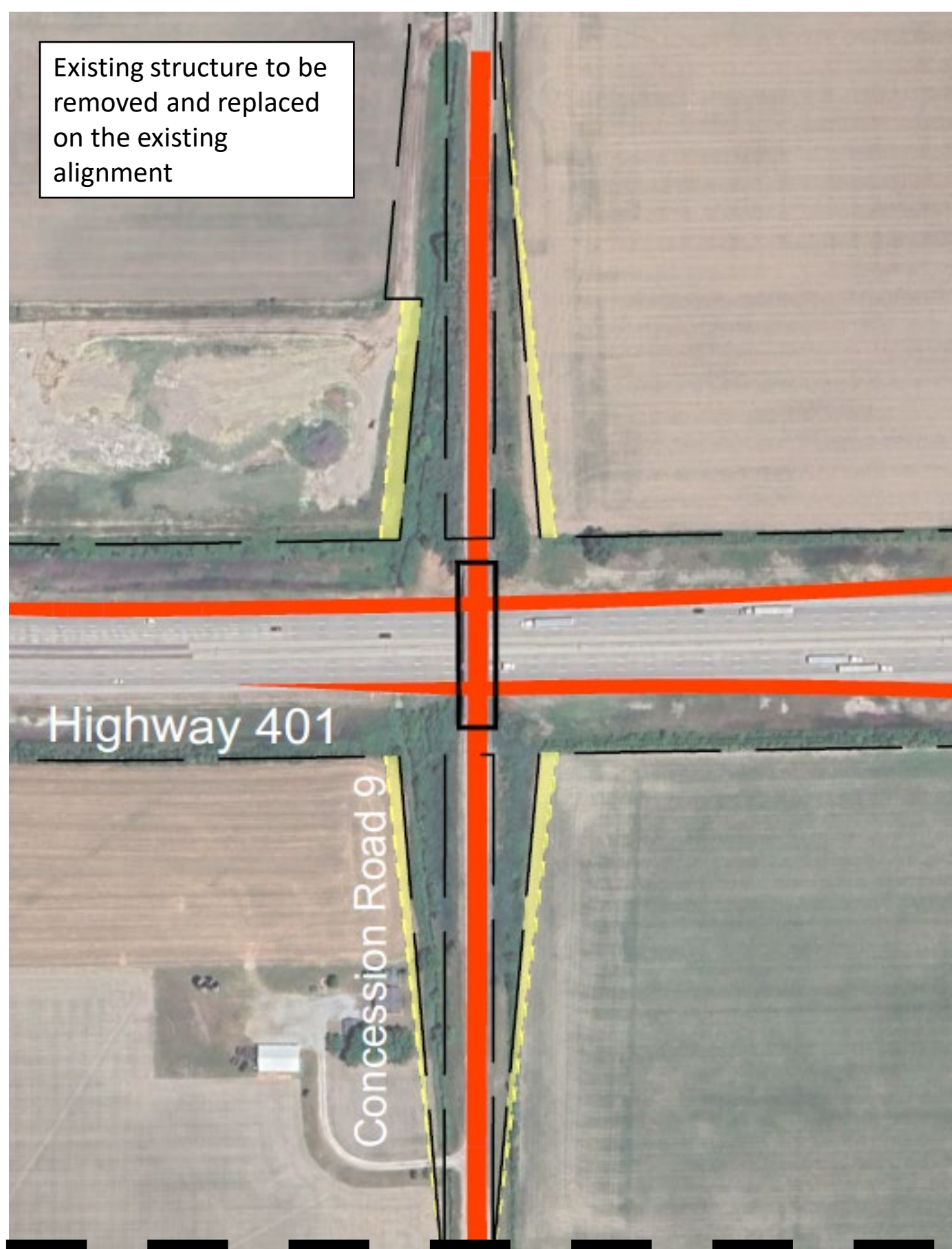
*MUP Alternatives to the east of the proposed interchange on Concession Road 10 were considered but were ultimately screened out due to a variety of factors including safety (i.e., requires multiple crossings of Lauzon Parkway), location of proposed active transportation infrastructure, and constructability.

Preliminary Structure Alternatives – Concession Road 9

A range of alternatives for replacing this bridge have been developed. An evaluation has been carried out to identify the preferred plan.

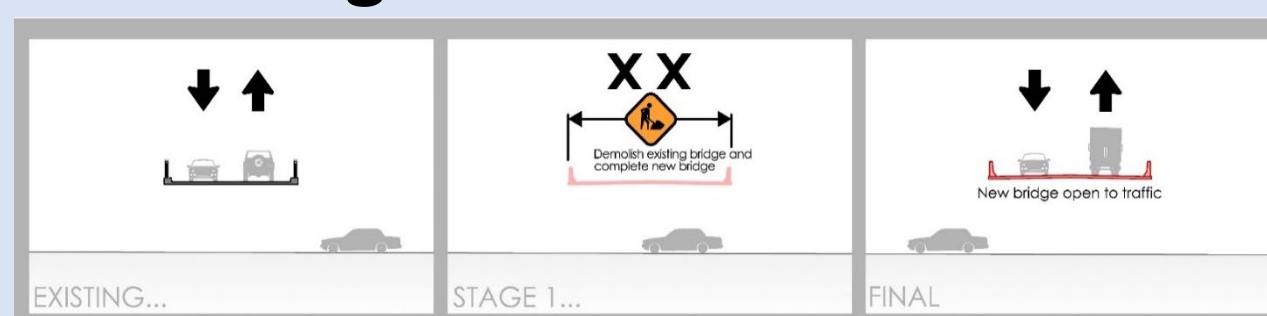
LEGEND

- Existing Highway 401 Right-of-way
- New Roadway
- Property Required



1 Replace on Existing Alignment

Bridge closed with detour



Advantages

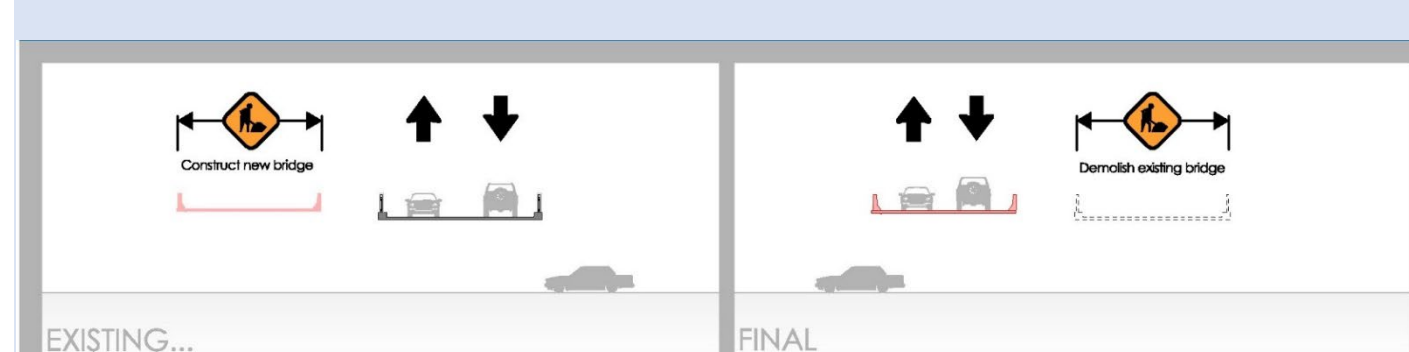
- Concession Road 9 can accommodate access across Highway 401 for agricultural operations and a future Multi-Use Pathway
- Retains existing alignment
- Faster construction duration
- Lower construction cost compared to Alternatives 2 and 3
- Fewer property impacts compared to Alternatives 2 and 3

Disadvantages

- Detour of local traffic on Concession Road 9 required for single construction season

2 New Alignment – East

Bridge open with two lanes



Advantages

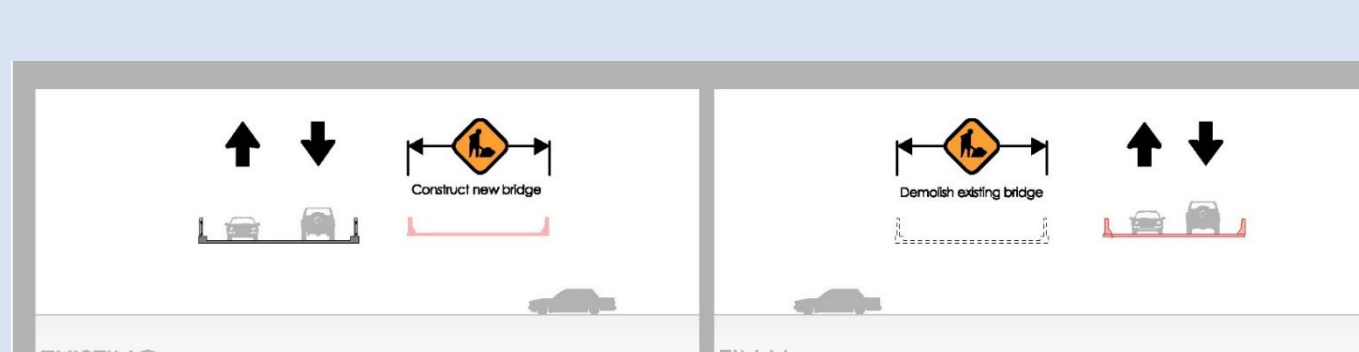
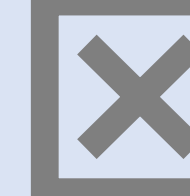
- Maintains access across Highway 401
- Similar construction duration and staging cost as closing the bridge
- Same utility impacts as Alternative 1

Disadvantages

- Requires alignment shift and more property compared to Alternative 1
- Significantly higher cost compared to replacing on existing alignment

3 New Alignment – West

Bridge open with two lanes



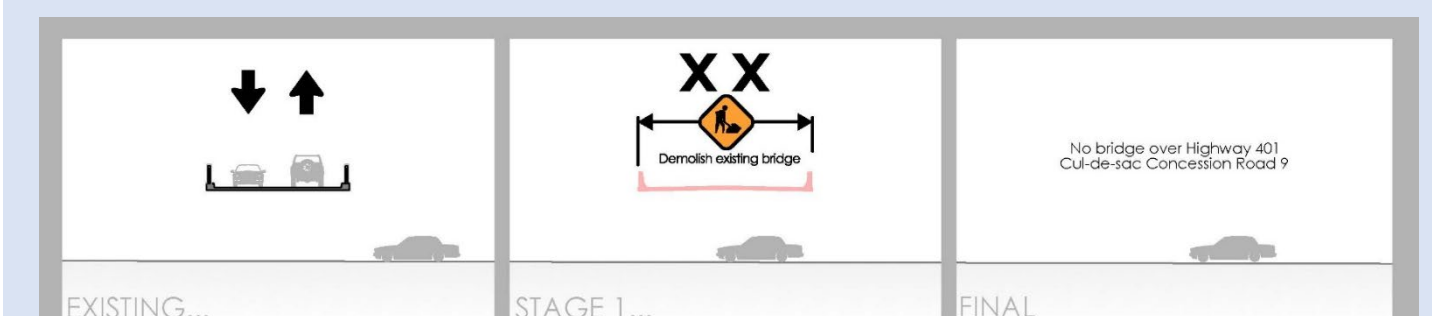
Advantages

- Maintains access across Highway 401
- Similar construction duration and staging cost as closing the bridge

Disadvantages

- Requires alignment shift and more property compared to Alternative 1
- Greater potential utility impacts compared to Alternatives 1 and 2 (utility poles on the west side)
- Significantly higher cost compared to replacing on existing alignment

4 Permanent Full Closure of Concession Road 9



Advantages


- No maintenance costs with maintaining existing structure
- Lower up-front costs as no new construction required
- Fewest property or utility impacts compared to Alternatives 1, 2 and 3

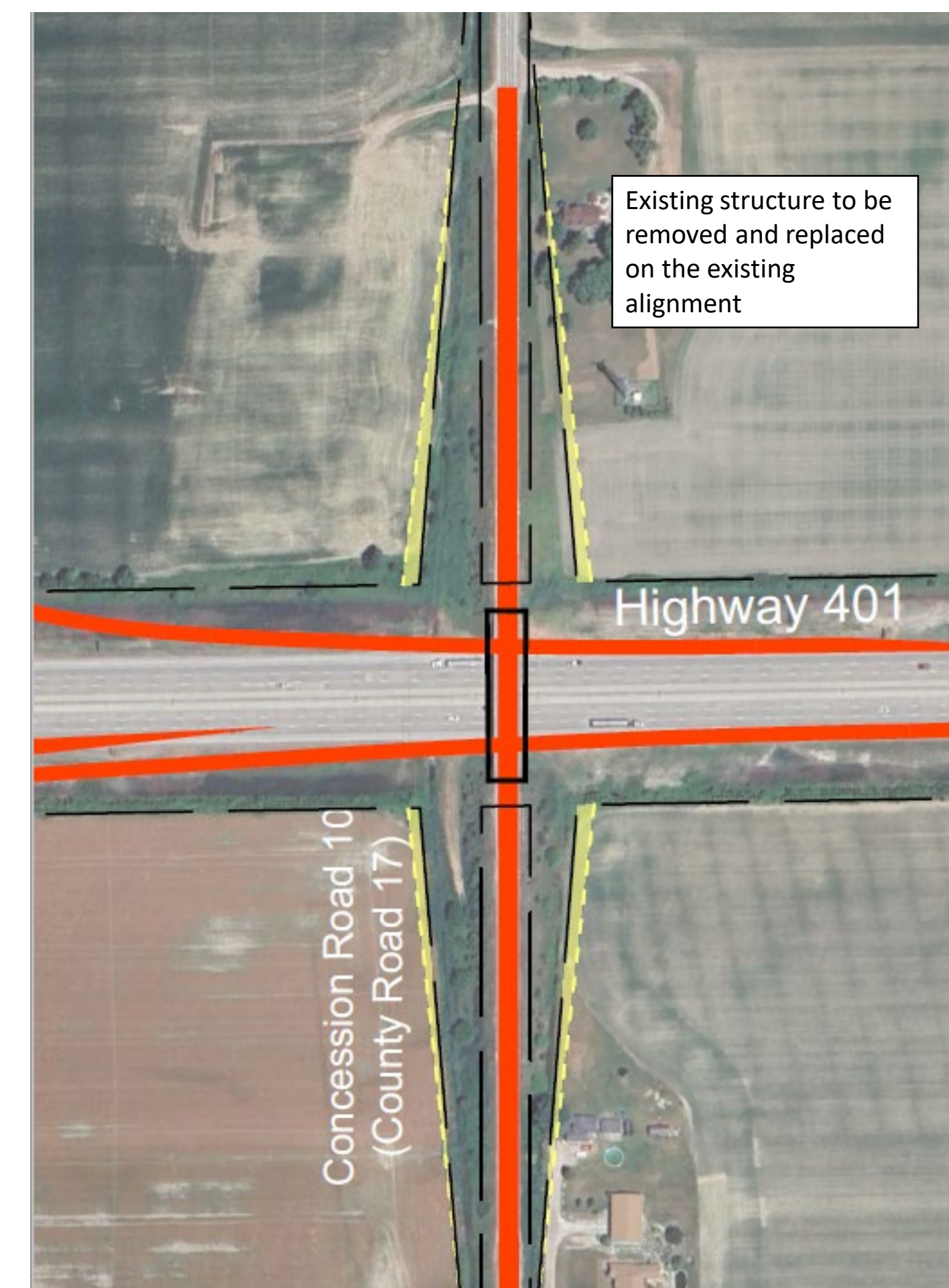
Disadvantages

- Traffic from Concession Road 9 will need to be redirected to the new Lauzon Parkway crossing and the adjacent Concession 8 crossing
- Cannot accommodate a future Multi-Use Pathway

Preliminary Structure Alternatives – Concession Road 10

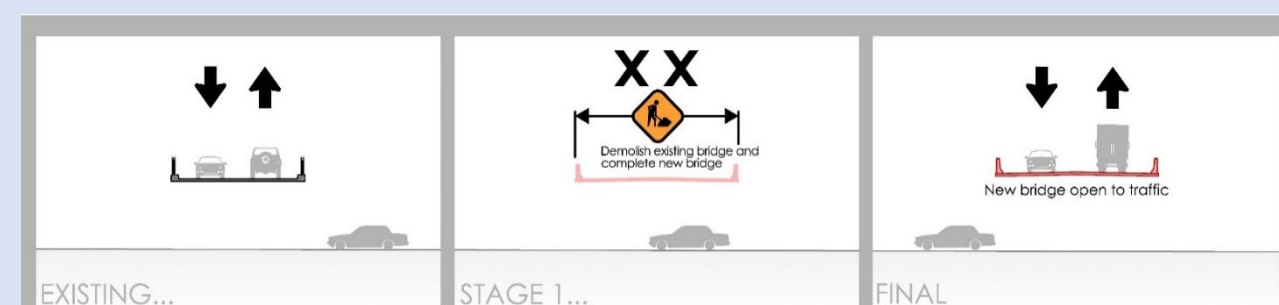
A range of alternatives for replacing this bridge have been developed. An evaluation has been carried out to identify the preferred plan.

LEGEND

 Existing Highway 401 Right-of-way
 New Roadway
 Property Required



Existing structure to be removed and replaced on the existing alignment

1 Replace on existing Alignment Bridge closed with detour

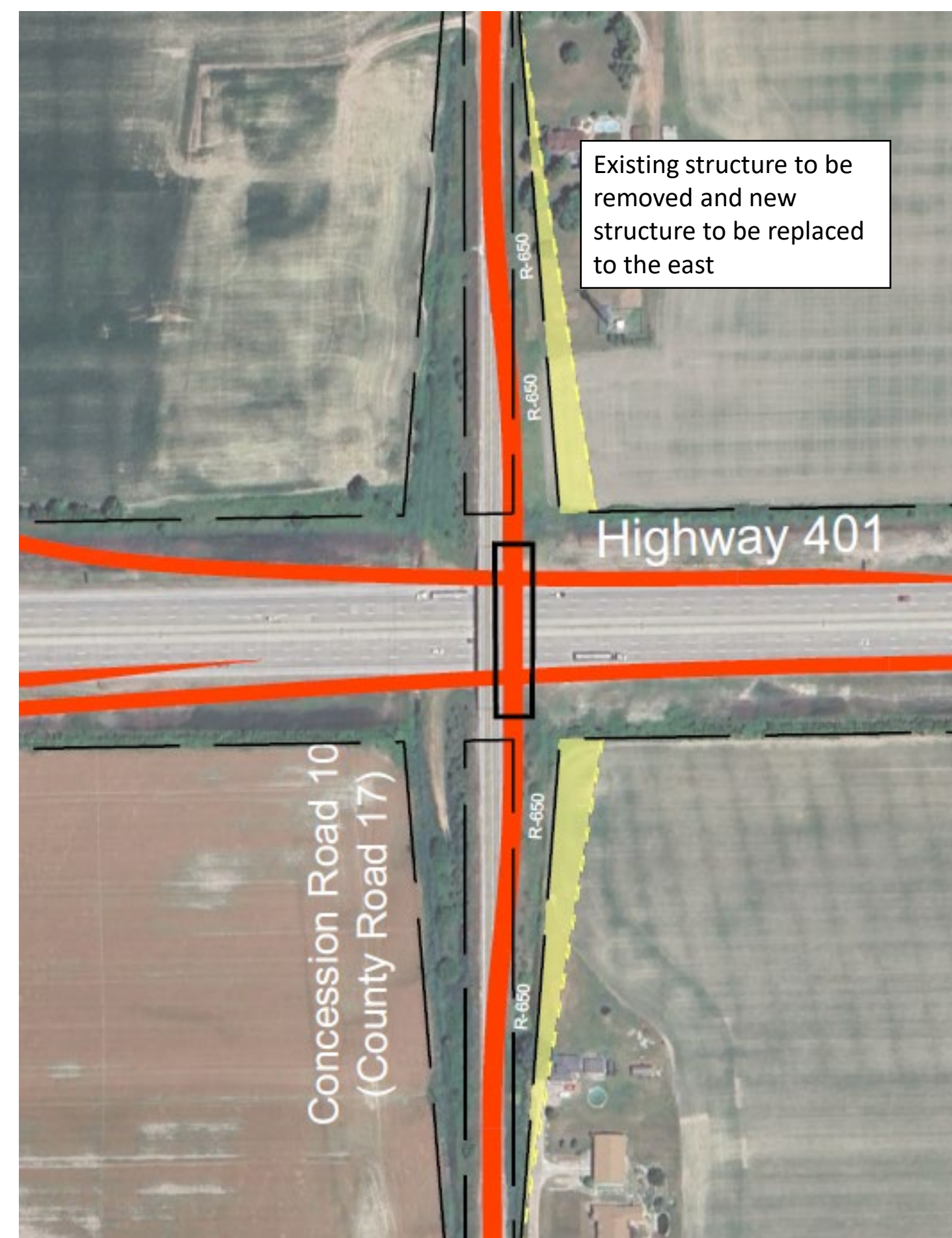


Advantages

- Retains existing alignment
- Faster construction duration
- Lower construction cost compared to Alternatives 2 and 3
- Fewer property impacts compared to Alternatives 2 and 3

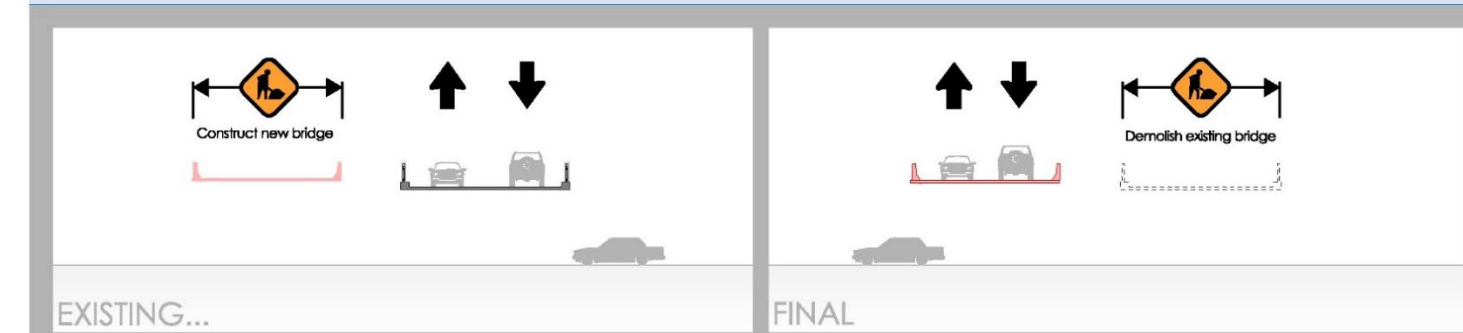
Disadvantages

- Detour of local traffic on Concession Road 10 required for single construction season



Existing structure to be removed and new structure to be replaced to the east

2 New Alignment – East Bridge open with two lanes

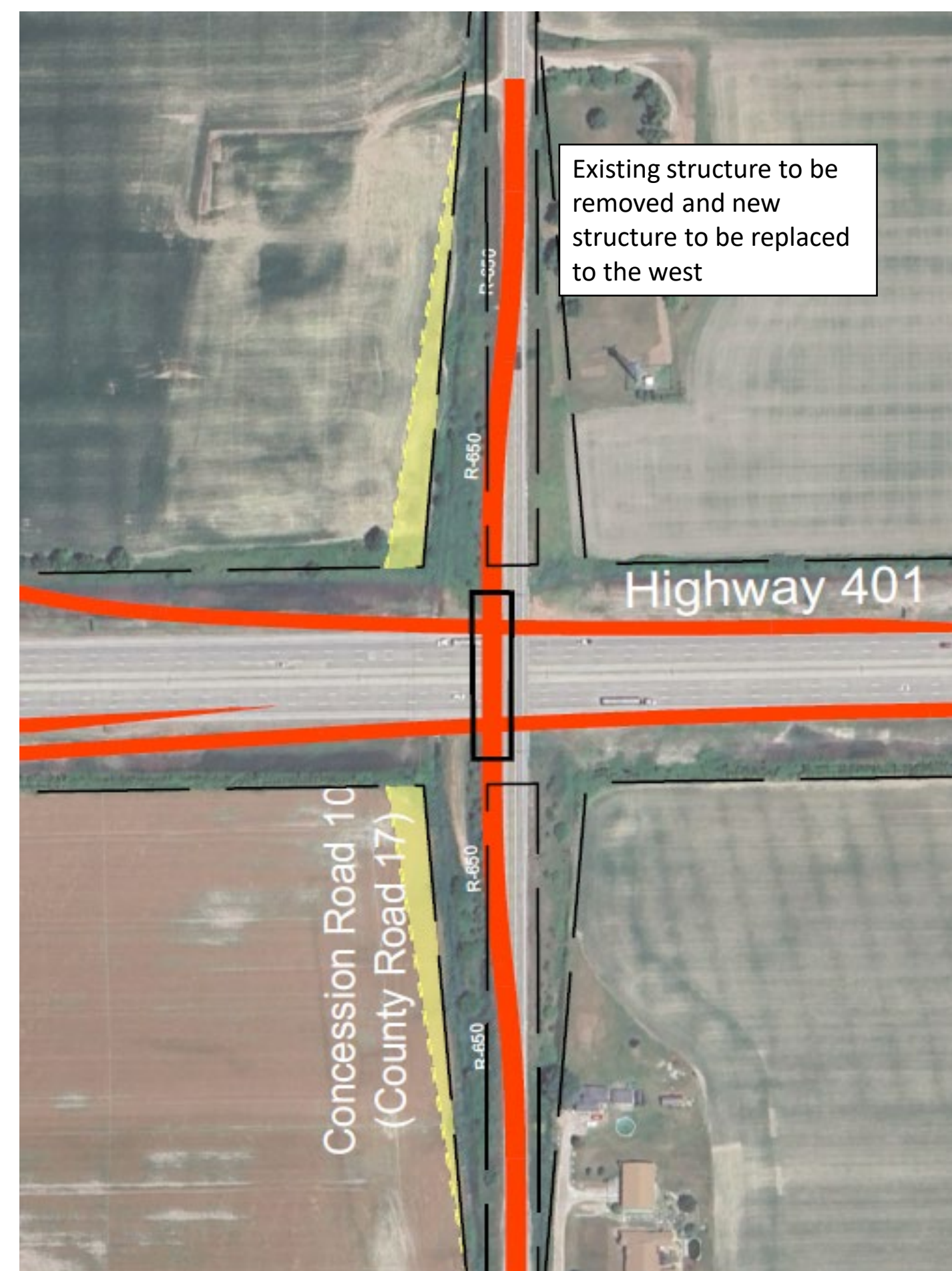


Advantages

- Maintains access across Highway 401
- Similar construction duration and staging cost as closing the bridge
- Same utility impacts as Alternative 1

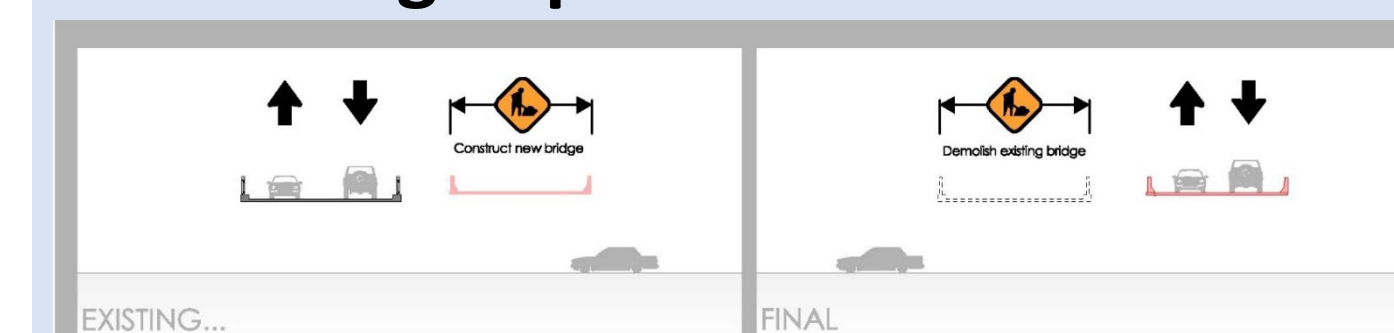
Disadvantages

- Requires alignment shift and more property compared to Alternatives 1 and 4
- Alignment is in closer proximity to two residential buildings
- Higher cost compared to replacing on existing alignment



Existing structure to be removed and new structure to be replaced to the west

3 New Alignment – West Bridge open with two lanes

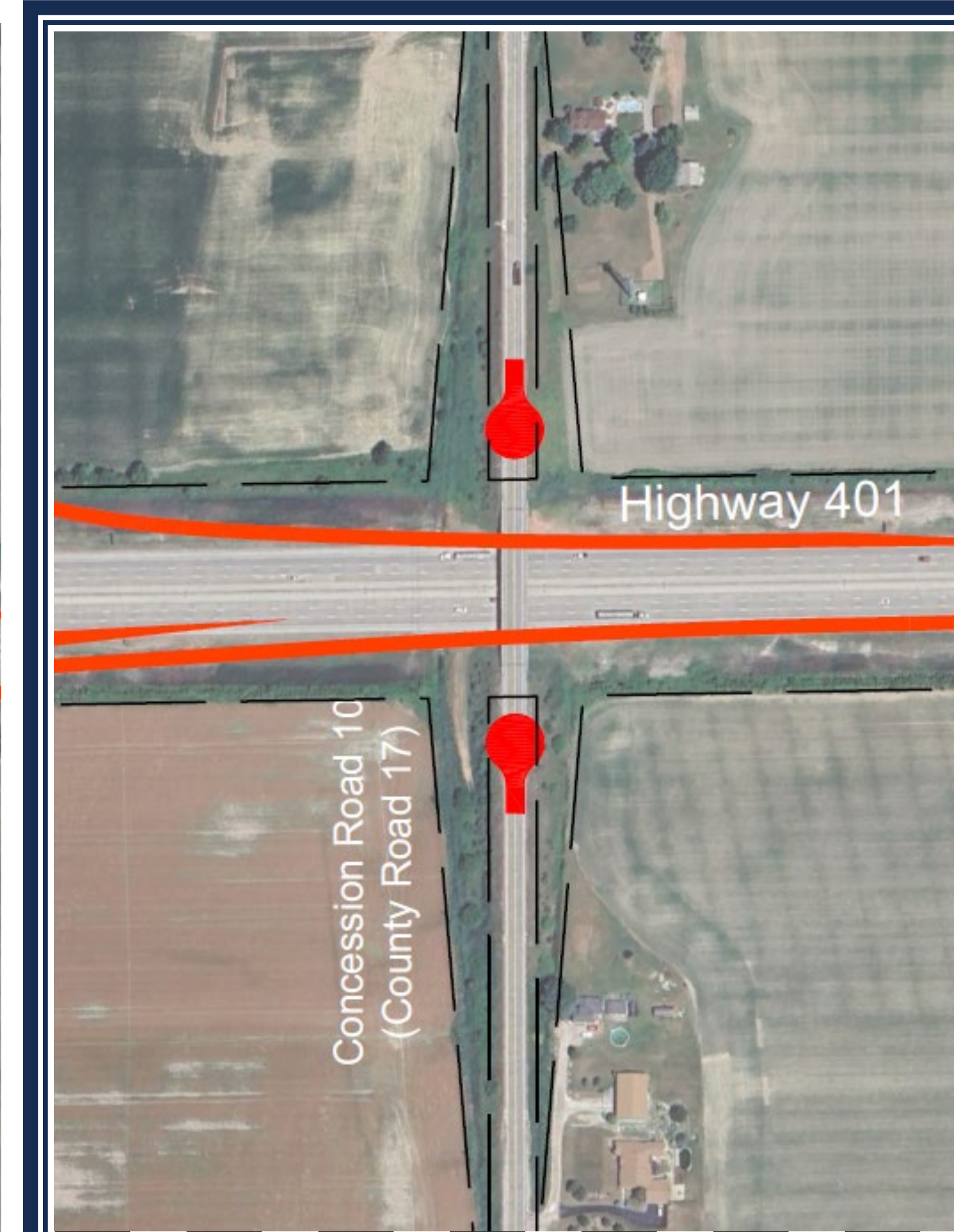


Advantages

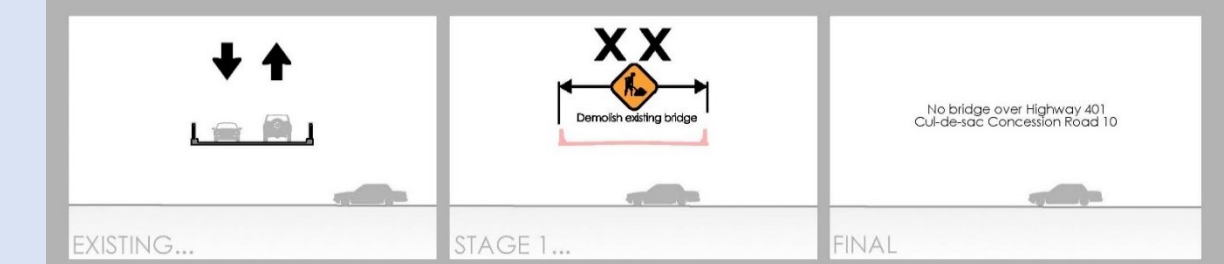
- Maintains access across Highway 401
- Similar construction duration and staging cost as closing the bridge

Disadvantages

- Requires alignment shift and more property compared to Alternative 1
- Greater utility impacts compared to Alternatives 1, 2 and 4 (utility poles are on the west side)
- Culvert and trees located near the west side embankment may be impacted
- Higher cost compared to replacing on existing alignment



4 Permanent Full Closure of Concession Road 10



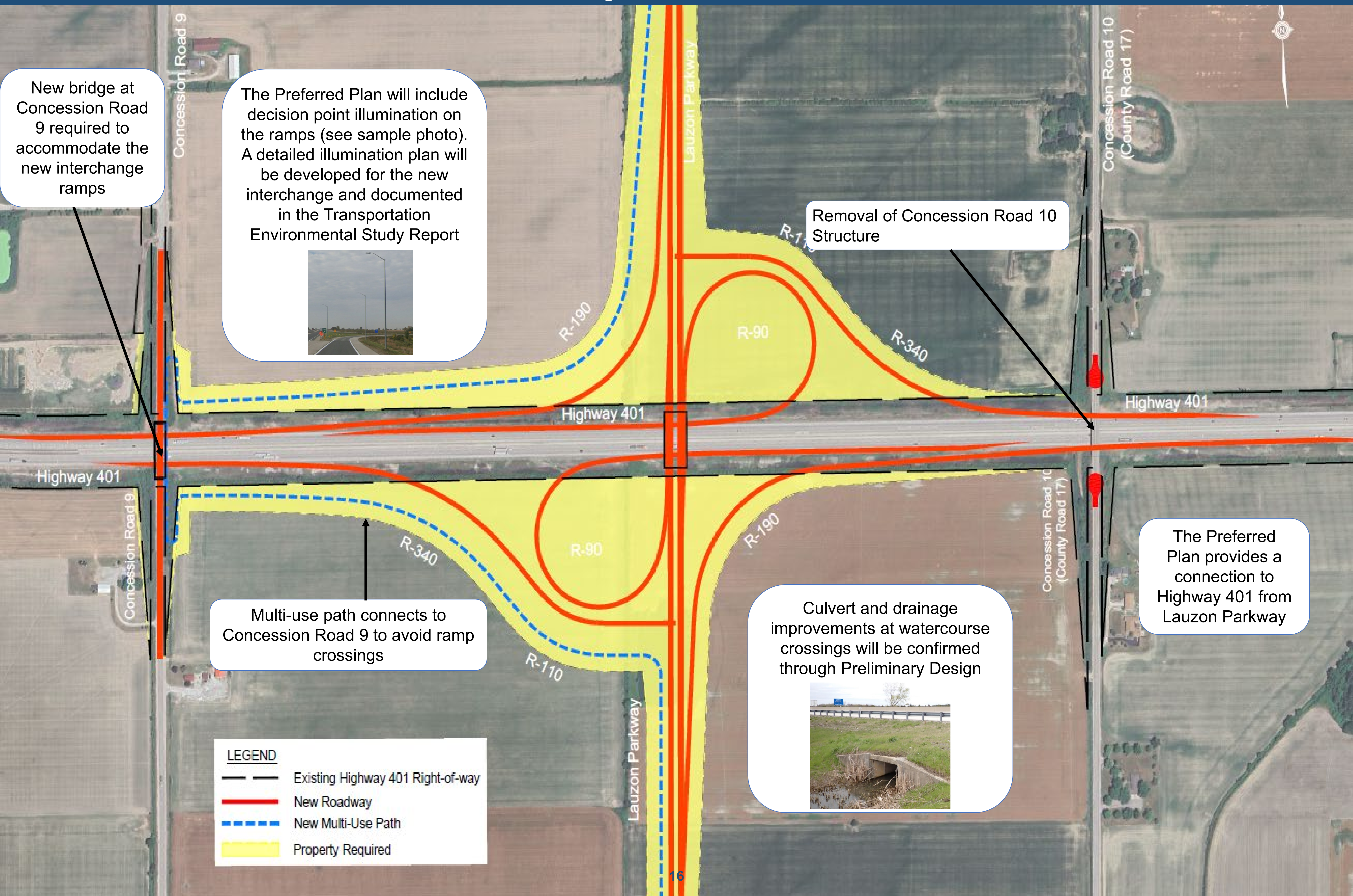
Advantages

- No maintenance costs with maintaining existing structure
- Lower up-front costs as no new construction required
- Fewest property or utility impacts compared to Alternatives 1, 2 and 3

Disadvantages

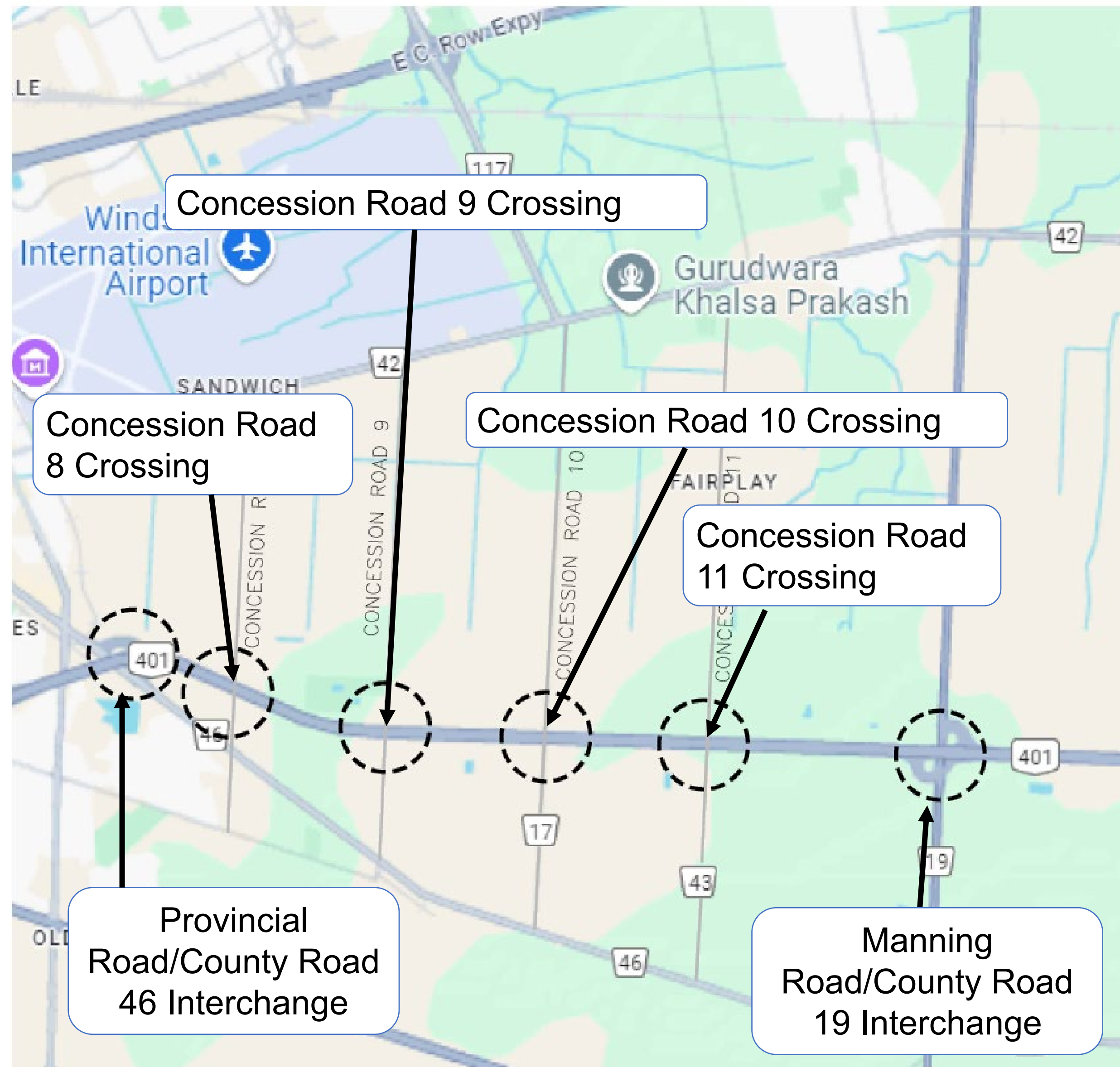
- Traffic from Concession Road 10 will need to be redirected to the new Lauzon Parkway crossing and the adjacent Concession 11 crossing

Preliminary Preferred Plan



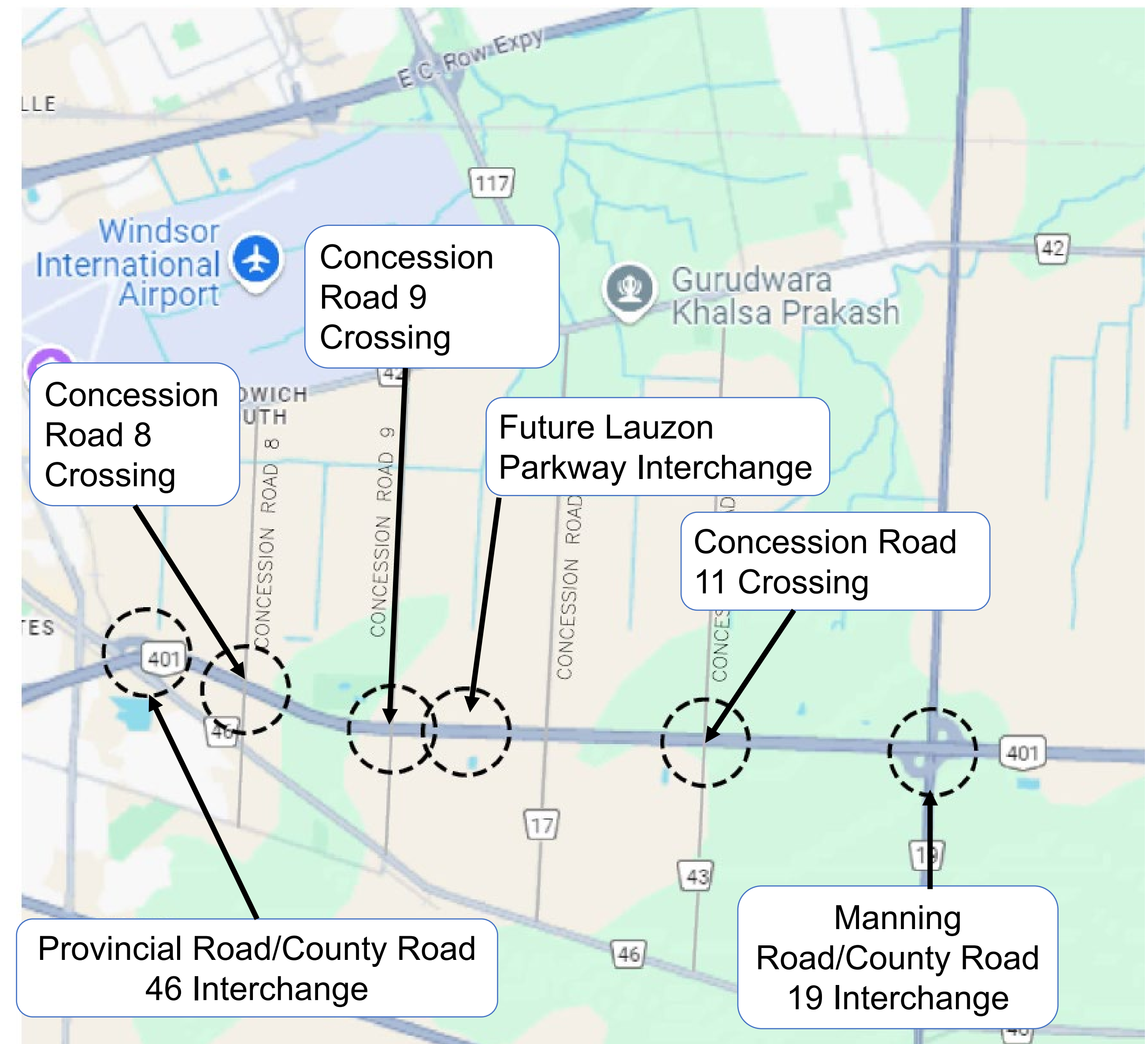
Highway 401 Crossing Locations

Existing Highway 401 Crossings



The existing number of crossing locations along Highway 401 within our study area and between Provincial Road/County Road 46 and Manning Road/County Road 19 is six crossings and includes Provincial Road Interchange, Concession Road 8, Concession Road 9, Concession Road 10, Concession Road 11, and Manning Road Interchange.

Future Proposed Highway 401 Crossings



With the future proposed Lauzon Parkway Interchange and the removal of the Concession Road 10 structure, the number of crossing locations along Highway 401 within our study area and between Provincial Road/County Road 46 and Manning Road/County Road 19 will remain the same (i.e., six crossings).

Construction Staging and Traffic Management

Highway 401 Staging

- Maintain existing lanes during peak hours
- Lane closures as required during off peak hours

Highway 401 Full Closures

- Overnight full closures for girder installations
- Up to 14-hour closure for removal of each existing structure (Concession Road 9 & 10 structures)

Concession Road 9

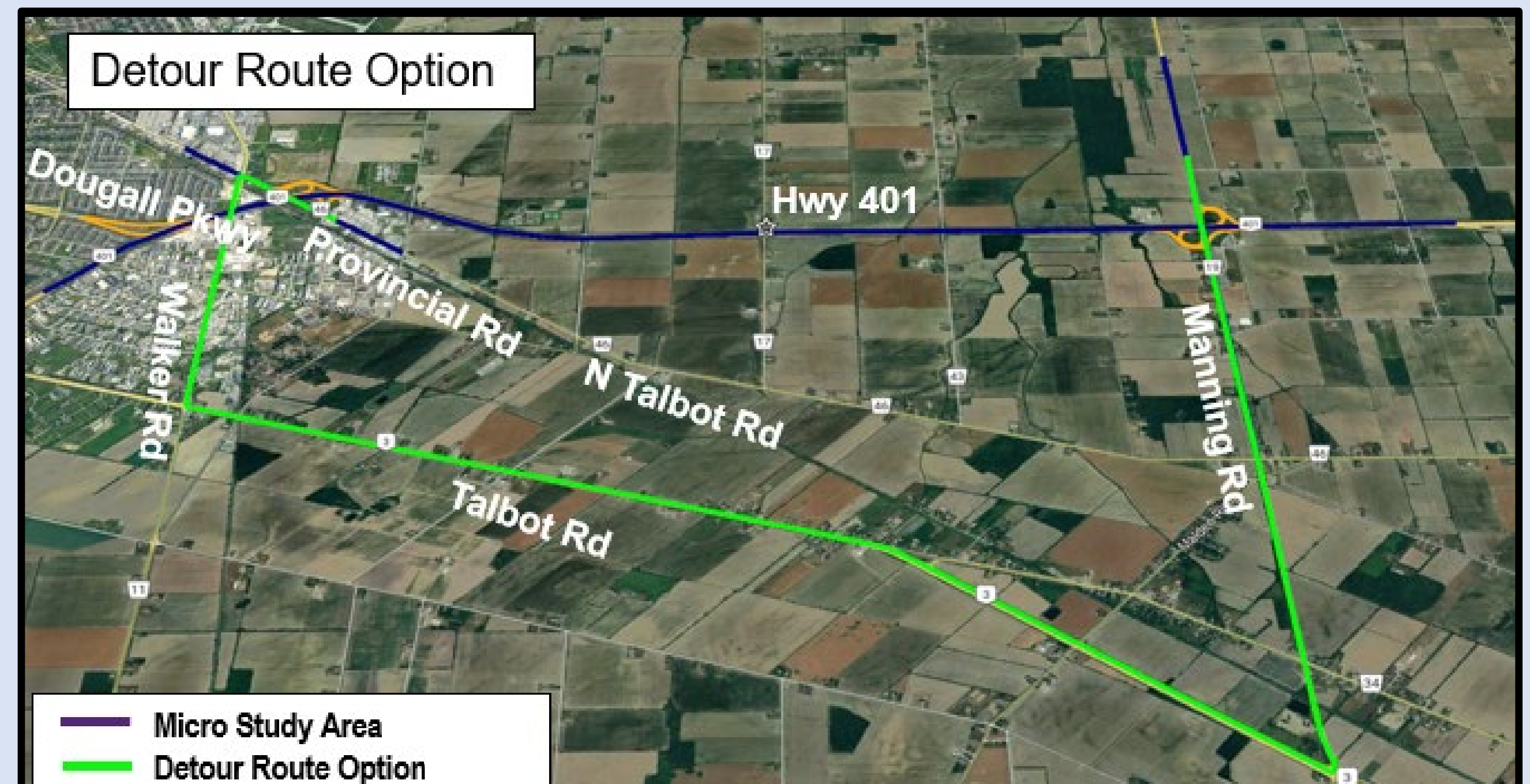
- Full closure of Concession Road 9 during one construction season

Concession Road 10

- Full closure of Concession Road 10 during one construction season

Highway 401 Full Closures / Potential Detour Route

- A detour is required during the girder installation for the potential new underpasses and the removal of the existing Concession Road 9 and 10 structures
- Traffic on Highway 401 to use adjacent interchanges at Manning Road, Walker Road and Provincial Road as well as Talbot Road



Designation and Property Acquisition Process

Designation

At the completion of the study, a Recommended Plan will be confirmed and designated (i.e., protected). The Ministry will be registering a designation of a proposed highway plan based on the future needs determined by this Planning and Preliminary Design study. A designation is a mechanism for the Ministry to provide route/corridor protection as well as impose development control measures along the corridor and on adjoining owners. This type of designation is most often used where lands are still under private ownership, sometimes years in advance of intended property acquisition and construction.

Property Acquisition

Impacts to private property have been identified in association with the Technically Preferred Plan.

MTO is committed to working with property owners to make sure they understand the property acquisition process and their rights. Property owners are entitled to fair compensation and will be treated in a consistent manner. The Ministry will contact all affected property owners and make offers to purchase based on an independent market appraisal. An MTO Real Estate Officer will meet with you one-on-one, discuss property value and compensation, answer your questions and listen to your concerns.

For more information on the property acquisition process, please reference the Property Brochure available in-person at this PIC, and available for download on the project website at www.hwy401lauzon.ca. Alternatively, you may contact the MTO Property Supervisor below:

Cindy Brooks

Property Supervisor

Ministry of Transportation

659 Exeter Road

London, Ontario N6E 1L3

Tel: 519-854-8652

Email: Cindy.Brooks@ontario.ca

Potential Impacts and Proposed Mitigation Measures

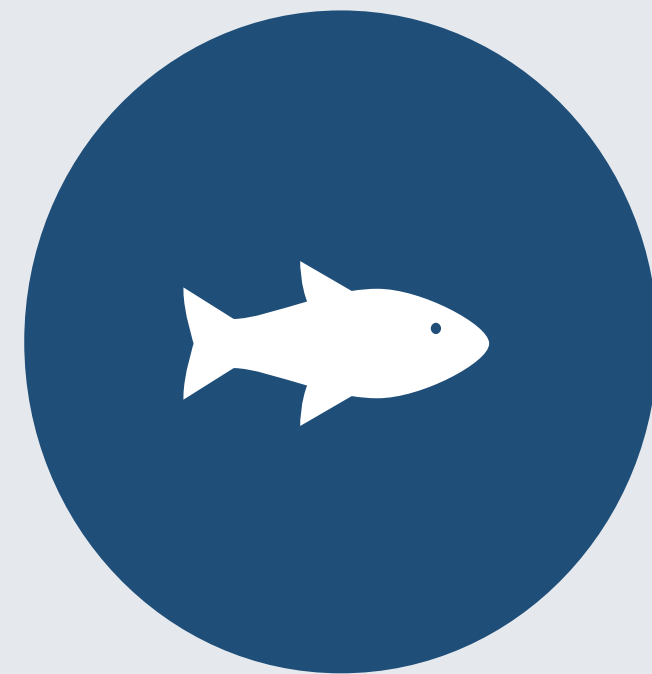
Impacts resulting from this project will be minimized to the extent possible. Investigations are ongoing and will continue during Detail Design to help confirm environmental impacts, refine mitigation measures, and support obtaining required permits and approvals.



Archaeological Resources

A Stage 1 Archaeological Assessment was completed, and it identified areas with potential for archaeological resources.

A Stage 2 Archaeological Assessment will be undertaken for potentially impacted areas that retain archaeological potential, and where permission to enter has been provided by property owners.



Fish and Fish Habitat

The Preferred Plan impacts Little River which runs North-South through the study area.

New culverts and extensions may be required and may impact fish and fish habitat. Proposed mitigation measures will be determined once the Preferred Plan is refined and impacts are confirmed.



Lighting

The illumination plan for the Preferred Plan may result in potential light trespass. Mitigation measures to minimize visible brightness/light trespass will be identified.



Land Use

The Preferred Plan impacts approximately 28 hectares of active agricultural land. The project team will work with potentially impacted farmers to minimize impacts as much as possible to agricultural operations and maintain crossings to adjacent farms for access and farming operations.



Natural Environment

Trees and vegetation will need to be removed and removal will be minimized to the extent possible. A landscape design plan is being developed to identify opportunities for new plantings and landscape enhancements. Mitigation measures to protect wildlife will be identified.

Next Steps in the Process

The steps below will be completed following this PIC:

- Review, consider and respond to comments received
- Confirm the Preferred Plan
- Confirm the impacts and proposed mitigation measures
- Prepare the Transportation Environmental Study Report (TESR)
- Issue Notice of Study Completion and file TERS for 30-day public comment period

Transportation Environmental Study Report (TESR)

The Environmental Assessment and Preliminary Design process for the Highway 401 and Lauzon Parkway interchange will be summarized in a TERS.

The purpose of the TERS is to describe the project, document input received from the public, external ministries, relevant stakeholders, agencies and municipalities, provide an overview of the alternatives considered during the study, document the evaluation of the alternatives, the Preferred Plan, and impacts and mitigation measures. The TERS will be made available for a 30-day comment period.

Following the Preliminary Design and TERS comment period, the Detail Design process for the Preferred Plan will commence. Construction timing is subject to funding and approvals.

Ways to Provide Your Feedback



Visit the Study website:
<http://www.hwy401lauzon.ca>



Email comments@hwy401lauzon.ca



Contact by telephone:

Adam Barg, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
Tel: 905-381-3216

Sinisa Sakic, P.Eng.
Project Engineer
Ministry of Transportation, Project Delivery West
Tel: 519-854-9586

All media inquiries shall be directed to MTO's Communications Branch at (416) 327-1158 or mto.media@ontario.ca.

We would appreciate receiving your comments by May 16, 2025.
Thank you for your interest in this study!

Freedom of Information and Protection of Privacy Act

Comments and information regarding this study are being collected to satisfy the requirements of the Ontario Environmental Assessment Act, and in accordance with the Freedom of Information and Privacy Act. With the exception of personal information, all comments will become part of the public record.