

**Initial Construction: The Windsor-Essex Parkway
From Howard Avenue to North Talbot Road**

Detroit River International Crossing Study
City of Windsor, County of Essex, Town of LaSalle, Town of Tecumseh

**Noise Barrier Workshop
Summary Report**

December 2009

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1.0 Introduction

The Ministry of Transportation (MTO) held a workshop to discuss the design of the proposed noise barrier adjacent to the Southwood Lakes Community along the westerly/northerly right-of-way limit of Highway 401 and Highway 3. This work is part of the initial construction of The Windsor-Essex Parkway. The purpose of the workshop was to gather public comments regarding the design of the residential side of the proposed noise barrier, including colour, texture, transparent panels and landscaping options in their backyards. Each member of the public was encouraged to attend the workshop to provide comments on this part of the project.

This report summarizes the notification and display material prepared for the Noise Barrier Workshop including pre-workshop activities, attendance, and the public input and comments provided at the Workshop.

2.0 Purpose

The Noise Barrier Workshop was held to present and receive public feedback on the design and installation of a 2 kilometre noise barrier along Southwood Lakes Community for the Initial Construction project. The noise barrier will offer noise mitigation along the easterly end of the study area from Howard Avenue to North Talbot Road. The Noise Barrier Workshop was held as follows:

Thursday, September 24, 2009
6:00 p.m. to 8:30 p.m.
Macedonian Community Centre
5225 Howard Avenue
LaSalle

The format for the Noise Barrier Workshop was an informal drop-in session with a formal presentation, followed by a workshop, with display boards and samples of noise barrier materials and clear transparent panels available for viewing. The Project Team was available to answer questions, explain the extensive technical work that had been completed, and to receive feedback from the public. See **Appendix A** to view a copy of the Agenda for the Workshop.

The goals of the Noise Barrier Workshop were to share the latest project information on designing the noise barrier with the public and to receive comments on the colour, texture, transparent panels and landscaping that each resident impacted would like. Attendees were also invited to provide their ideas and comments in writing to the Project Team via comment sheets.

Representatives from the Ontario Ministry of Transportation's property section were available during the Noise Barrier Workshop to respond to specific questions regarding property acquisition.

3.0 Public Notification

Prior to the Noise Barrier Workshop, the following steps were taken to inform the impacted property owners:

1. Announcement of the follow-up Noise Barrier Workshop for impacted property owners was noted at the Public Information Open House (PIOH) held on July 23, 2009.
2. Notices (see **Appendix B**) were sent by registered mail to 102 residential property owners who have properties which are adjacent to the location where project works are anticipated to take place.
3. Permission to Enter (PTE) letters dated August 11, 2009 and September 3, 2009, were sent to all impacted property owners. Impacted property owners who had not signed and returned this letter, were encouraged to bring it with them to the workshop on September 24, 2009. Additional copies of PTE letters were available at the workshop.

4.0 Advisory Group Meetings

Members from the City of Windsor, the Town of Tecumseh and the Town of LaSalle were invited to attend the Noise Barrier Workshop. A representative from the Town of Tecumseh and Town of LaSalle attended the Workshop. The City of Windsor and the Ministry of Transportation are working together to remove the owner's current responsibilities for the existing noise wall/barrier, berming and landscaping which are registered on title.

5.0 Display Material

The following display material was presented at the Noise Barrier Workshop (see **Appendix C**):

- Welcome to the Noise Barrier Workshop
- The Partnership
- Study Area – Initial Construction
- Project Status
- Initial Construction
- Fall Workshop
- Noise Analysis
- Noise Modelling
- Noise Barrier Aesthetics
- Typical Backyard Treatments – A
- Sample Rendering – Residential Side
- Typical Backyard Treatments – B
- Sample Rendering – Residential Side
- Sample Rendering – Highway Side
- Conceptual Motifs Location and Design – Highway Side
- Seeking Property Owner Input
- What's Next

- Contact Information – Initial Construction

The following roll plan maps were available to view at the Workshop

- The Recommended Plan – Rendered Roll Plan
- Initial Construction Roll Plan

Also, a display table was set up with several noise barrier material samples as well as a few transparent panel samples. The purpose of displaying these sample materials was to allow those attending the Noise Barrier Workshop the opportunity to view the colour and feel the texture of potential noise barrier materials.

The attendees were provided with the following materials upon arrival to the Workshop:

- Noise Barrier Workshop Fact Sheet
- Permission to Enter Form

Comment sheets were made available to all attendees. Hardcopies of handout packages of the presentation displays were available upon request (see **Appendix D**). Additionally, Photographic Documentation Reports were prepared for each individual property where a permission to take photographs was granted by the property owner. The Photographic Documentation Reports included individual plans of the property owner's backyards showing the location of the proposed noise barrier, the existing noise wall/wooden fence, property line and any significant features located in the backyard. Also included in the Report were three to four photographs of the individual backyards. Blank areas were provided for the individual property owners to fill in their comments and concerns.

6.0 Attendance and Comments

A total of **32** members of the public chose to sign the visitor's register for the Workshop (see table below).

In addition to verbal comments, the Project Team encouraged visitors to express in writing, all comments they had regarding the information presented. In total, **26** written comment sheets were submitted at the Workshop. Written comments were also provided in the Photographic Documentation Reports based on comments received at the workshop and by Project Team members when they were in the field.

A breakdown of attendance and comments by meeting date/venue is provided as follows:

Date / Venue	Total Attendance	Written Comment Sheets Received
September 24, 2009 Workshop	32	26
Total Comments received via postal mail, fax, e-mail or Study Team website	-	-
Total	32	26

Attendees were encouraged to provide input to a number of questions on the comment sheets.

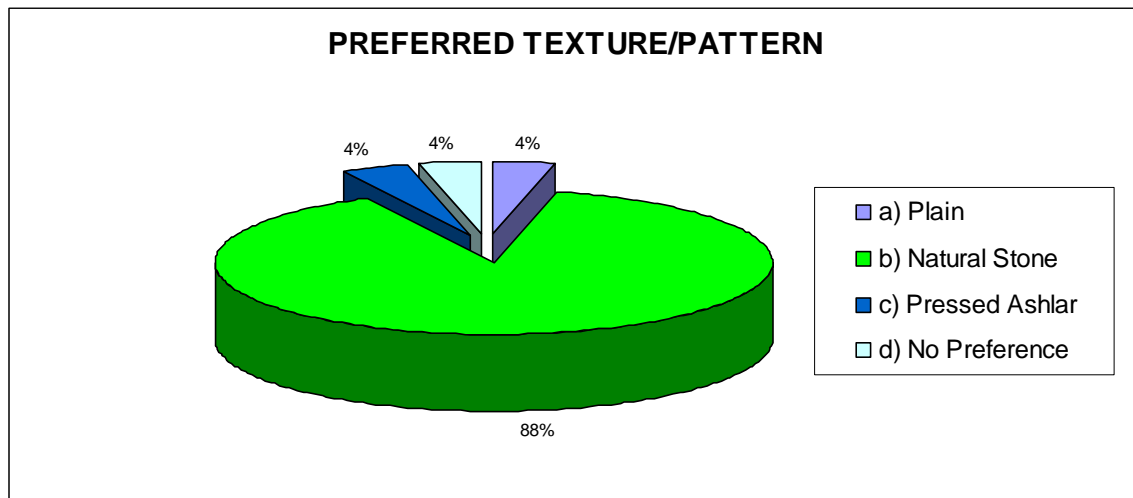
7.0 Summary of Workshop Comments & Results

All comments collected from the Noise Barrier Workshop were analyzed and tabulated to determine the specific colour and texture of the proposed new noise barrier on the residential side of the noise barrier along Southwood Lakes community. All results are presented in pie charts below. The information was collected from those who attended the workshop on September 24, 2009. Comments submitted for questions 4, 6 and 7 are summarized below as well.

Results from Question # 1:

1. Check the box to indicate which type of texture or pattern would you like to see on the residential side of the noise barrier.

Preferred Texture / Pattern	Preferred Texture / Pattern
Plain	1
Natural Stone	24
Pressed Ashlar	1
No preference	1

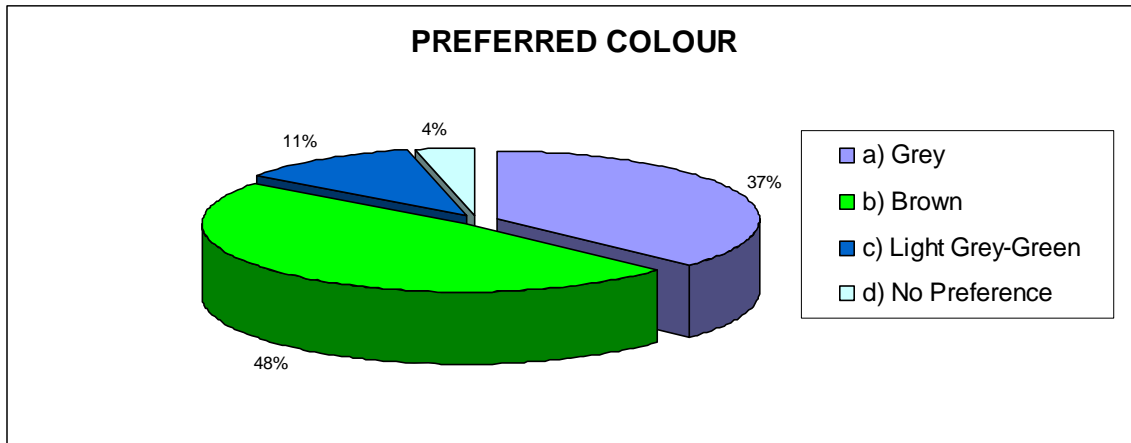


Overall, 88% of impacted property owners who attended the Noise Barrier Workshop selected Natural Stone as the preferred texture/pattern for the noise barrier.

Results from Question # 2:

2. Check the box to indicate which colour you would like to see on the residential side of the noise barrier.

Preferred Colour	Preferred Colour
Grey	10
Brown	13
Light Grey-Green	3
No preference	1

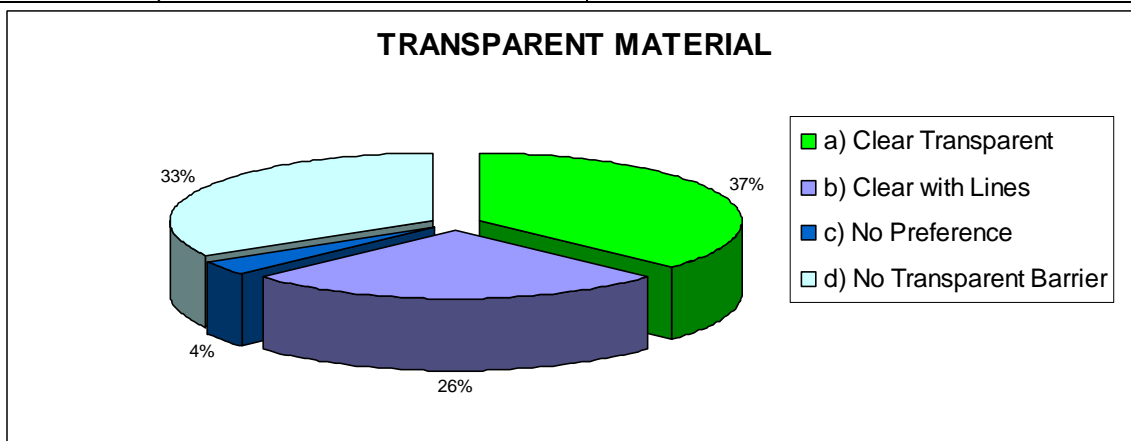


Overall, 48% of impacted property owners who attended the Noise Barrier Workshop selected Brown as the preferred colour for the noise barrier. Grey was a close second with 37%.

Results from Question # 3:

3. Along the top of approximately 50 percent of the barrier there will be a transparent section. Check the box to indicate which type of transparent material you would like to see on top of the noise barrier.

Preferred Transparent Material	Preferred Transparent Material
Clear Transparent	10
Clear with Lines	7
No preference	1
No Transparent Barrier	9



Overall, 37% of impacted property owners who attended the Noise Barrier Workshop selected a Clear Transparent panel for the noise barrier.

Results from Question # 4:

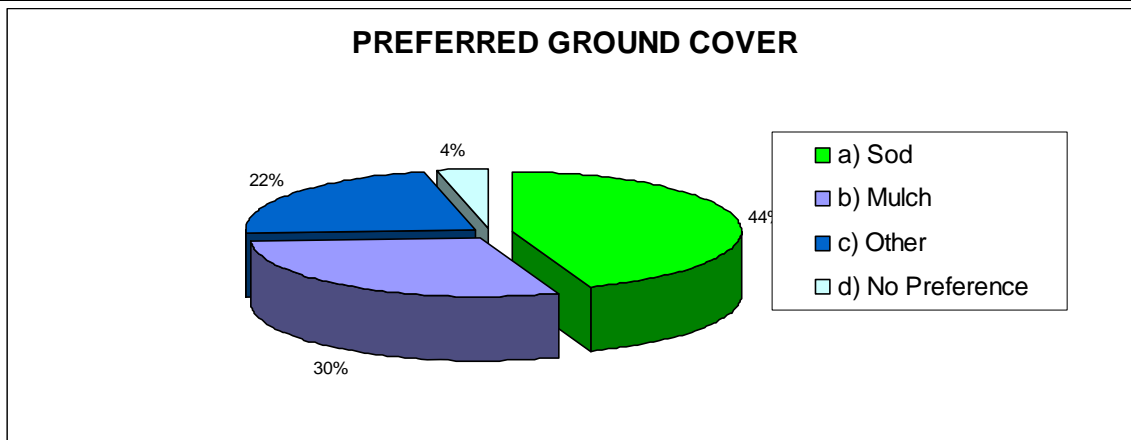
4. Other comments?
 - Concerned with trucks and lights;
 - Concerned with dirt and spray from the trucks;

- Would like to keep the existing fence material;
- Place temporary fence on highway side of cedar trees;
- Concerned with geese (birds) hitting the barrier;
- Reflective – is it a reflective (will traffic lights reflect?);
- What is happening to the concrete side wall that lines one side of my property;
- Will this be replaced with the matching “new” sound barrier and if not at whose cost will the new wall be constructed?;
- No temporary fence inside the property;
- Need to consult with me regarding temporary fence location;
- Please call ahead before survey;
- Mulch;
- Other – fill in with topsoil to new noise barrier; and,
- Would like to keep the wood of the old fence.

Results from Question # 5:

5. Check the box to indicate which type of groundcover you would like to see on your residential side of the noise barrier to address the area temporarily impacted.

Preferred Ground Cover	Preferred Ground Cover
Sod	12
Mulch	8
Other	6
No Preference	1



Overall, 44% of impacted property owners who attended the Noise Barrier Workshop selected a Sod as the preferred ground cover.

Results from Question # 6:

6. Check the box to indicate if additional landscaping beyond the replacement or restoration of groundcover will be required in your backyard as a result of the construction of the new noise barrier.

Landscaping	Landscaping
Yes, please note your preference below	-
No	-

Comments submitted by those in attendance at the Noise Barrier Workshop varied in terms of personal preference. The table provided below lists the comments received on Question 6.

Summary of General Comments on Question # 6:	
Yes.	Mix.
No.	No.
Yes.	Yes, waiting for follow-up by surveyor.
No.	No. Would like extra topsoil when replacing sod. Also where the trees are put more topsoil to replace the mulch to continue with your sod.
No.	No.
No.	Would like extra topsoil.
What about the Retirement home? (likely will want sod).	No.
Yes, will need garden bed raised to coincide with or be level with new barrier.	Yes, fence extension.
Maybe stone.	Yes, evergreen bush between existing pine trees & future noise barrier.
No.	No.
Yes, need more grading towards the back of the fence	No.
Yes, please note your preference below. We have cedar trees by the fence. If fence is moved back then cedar would also here to be moved back with the fence. Also, there is elevation by the fence which would need to be maintained.	

Results from Question # 7:

7. Other comments?

Summary of General Comments on Question # 7:	
Please follow-up!	Ensure that temporary fence is adequate for safety of my small dog.
Lowering the existing berm Side fences that different Compensated so many dollars per foot. Topsoil as a choice	How much top soil? Mulch What about protecting the sprinkling system?

Summary of General Comments on Question # 7:	
Please note have a large dog.	Concern for irrigation system damage
Sprinkler system in area by trees (against fence).	We have sprinklers that would be affected by the temporary fence. How can this be addressed to avoid damage??
Sprinkler head – please see photo / map – Avoid damaging these Would like to know when the work is going to be scheduled on our property.	Just let me know when you need access for the snow fence.
If mulch is chosen will edging be installed? Are you considering plants as a ground cover (low rising plants?)	Keep up the good work!

8.0 Conclusion

Based on comments received at the Noise Barrier Workshop, the noise barrier for the Southwood Lakes community will consist of a 'natural stone' finish (brown colour) with a clear transparent panel in selected areas. The contractor will restore the areas affected by the construction, using sod and/or mulch, depending upon homeowner preference. Property owners are responsible for the future maintenance of groundcover (i.e. sod or mulch) once it is in place.

APPENDIX A - Agenda

PROPOSED AGENDA

NOISE BARRIER WORKSHOP
Thursday, September 24, 2009
6:00 p.m. to 8:30 p.m.
Macedonian Community Centre
5225 Howard Avenue
LaSalle

1. Opening Remarks – 10 minutes
2. Overview Presentation – 30 minutes
3. Questions / Answers – 20 minutes
4. Workshop Break – Out Session – 40 minutes
5. Meeting Summary – 20 minutes
6. Additional Questions / Answers for the Project Team – 20 minutes

***APPENDIX B -
Registered Letter***

September 14, 2009
Our Ref.: 33015387

<<Address>>

RE: PROPERTY OWNER WORKSHOP – SEPTEMBER 24, 2009
Initial Construction of The Windsor-Essex Parkway: Noise Barrier Adjacent to Southwood Lakes Community

Dear Property Owner:

The Ministry of Transportation (MTO) is holding a workshop to discuss the design of the proposed noise barrier adjacent to the Southwood Lakes Community along the westerly/northerly right-of-way limit of Highway 401 and Highway 3. This work is part of the initial construction of The Windsor-Essex Parkway. The purpose of the workshop is to gather your comments regarding the design of the residential side of the proposed noise barrier, including colour, texture, transparent panels and landscaping options in your backyard. You are encouraged to attend the workshop to provide comments on this part of the project.

The workshop will be held on:

Thursday, September 24, 2009
6:00 p.m. to 8:30 p.m.
Macedonian Community Centre
5225 Howard Avenue
LaSalle

Please RSVP by Friday, September 18, 2009, to Holly Wright at holly.wright@urscorp.com or contact by telephone at 905-882-4401 Ext. 111.

A Permission to Enter (PTE) letter dated August 11, 2009, was sent to all impacted property owners. If you have not yet signed and returned this letter, please bring it with you to the workshop on September 24, 2009. If you have not yet received a PTE letter, additional copies will be available.

Initial construction includes:

- construction of two new bridges (No.13 and No.14) that will become part of The Windsor-Essex Parkway
- removal of the existing noise barriers, installation of a temporary fence and construction of a new noise barrier as detailed above
- restoration of properties affected by noise barrier construction.

Construction of the two bridges and noise barrier is subject to receipt of the required approvals. Approval under the *Ontario Environmental Assessment Act* was received in August 2009 and approval under the *Canadian Environmental Assessment Act* is pending. MTO is also seeking approval under the *Ontario Endangered Species Act, 2007*.

The detail design for the remaining components of The Windsor-Essex Parkway will be addressed in future design stages.



For further information, visit www.weparkway.ca or www.partnershipborderstudy.com or contact Peter Wowk, P.Eng, URS, at 905-882-4401 Ext 535 or Dennis Regan, Senior Project Manager, MTO at (519) 973-7367.

Yours very truly,

URS Canada Inc.

Murray Thompson, P.Eng.

Project Manager

cc. Dennis Regan, MTO

Barbara Macdonell, MTO

encls.



***APPENDIX C -
Display Material Handout Package***



Welcome to the Noise Barrier Workshop

DETROIT RIVER INTERNATIONAL CROSSING STUDY

Initial Construction of The Windsor-Essex Parkway:
Bridge No. 13, Bridge No. 14 &
Noise Mitigation Adjacent to Southwood Lakes Community

September 24, 2009

Members of the Project Team are available to discuss any questions that you may have.

Canada 

 Ontario

The Detroit River International Crossing Study has followed an Environmental Assessment process that is a proven, legislated process used throughout Ontario and Canada on infrastructure projects, ranging from simple road widening to complex long span bridges.

The DRIC EA has been undertaken by the Border Transportation Partnership, a dedicated bi-national team of leading engineers, planners, and policy experts. The Canadian study team is led by the Ontario Ministry of Transportation in conjunction with Transport Canada.



Project Status

- Ontario *Environmental Assessment Act* (OEAA) approval was announced in August 2009.
- Comments received on the Draft *Canadian Environmental Assessment Act* (CEAA) Screening Report (July 2009) are currently being reviewed by Transport Canada.
- Ontario *Endangered Species Act, 2007* approval is anticipated before year end.
- A Public Information Open House (PIOH) was held here at the Macedonian Community Centre on July 23, 2009.
- The Design and Construction Report (DCR) for this project is available for 30-day public review until October 13, 2009.
- Initial Construction is scheduled to commence before year end.

Construction Staging

Subject to EA approvals and other permitting requirements / approvals:

- Construction of Bridge Nos. 13 & 14 is scheduled to tentatively start in late 2009/early 2010.
- All construction activities at the bridge sites are expected to be completed by December 2010.
- Construction of the noise barrier is tentatively scheduled to start in early 2010.
- Completion of the new noise barrier including associated fencing and landscaping is expected to take approximately four months to complete.
- Access for equipment required to remove the existing noise barrier/wooden fencing and construct the new noise barrier will be from Highway 401/Highway 3.

WORKSHOP

Purpose:

The Workshop will address the design and aesthetic treatments of the residential side of the proposed noise Barrier located adjacent to the Southwood Lakes community.

What Will Happen Later:

In future design stages, landscaping and aesthetic design elements (such as motif accent panels) will be added in order to ensure a consistent and cohesive theme for the entire corridor.



Background

- Noise impacts associated with transportation projects are assessed based on policies developed by MTO and MOE.
- The assessment involves comparing the predicted noise levels associated with the Recommended Plan (future "Build") to future noise levels based on a "No-Build" scenario.
- Mitigation is considered when the difference in noise levels between future "Build" and future "No Build" exceeds 5 decibels (dB).
- To be considered technically feasible, the measures must reduce this difference by 5 dB or more.

Predicted Noise Impacts

- The new 5 m (16.4 ft) high noise barrier adjacent to Highway 401 between North Talbot Road and Howard Avenue will benefit residents by reducing noise levels.
- Building permanent noise barriers during the early phases of construction (where construction sequencing allows) will reduce noise levels during the subsequent construction stages of The Windsor-Essex Parkway.



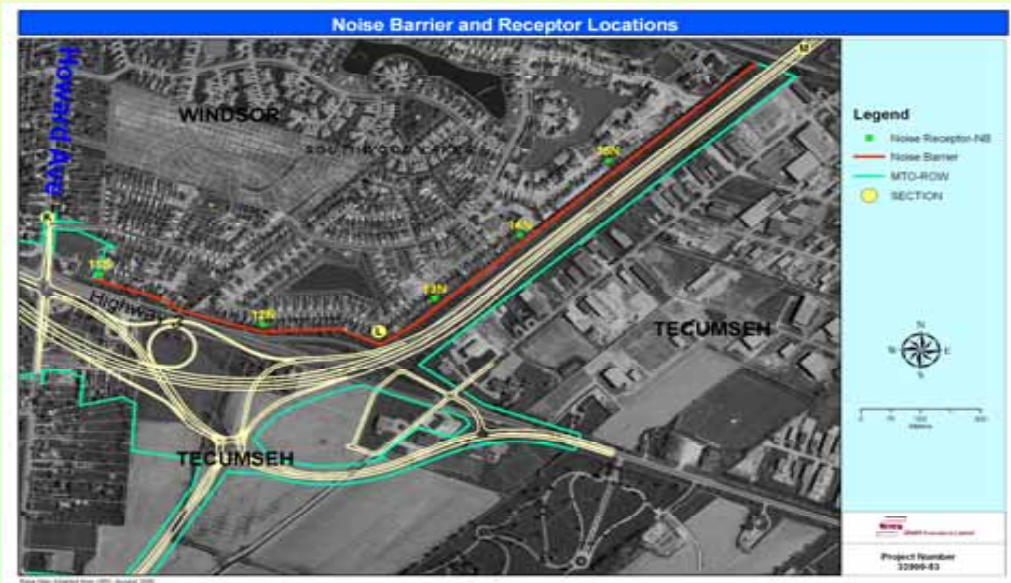
Noise From the Operation of The Windsor-Essex Parkway

- The MOE STAMSON traffic noise model was used for this assessment.
- By comparing predicted noise levels post-construction of The Windsor-Essex Parkway to the predicted future “no-build” noise levels experienced at receptors, locations have been identified where noise barriers and berms will be effective in reducing sound levels.
- The assessment determined that with a 5 m high noise barrier adjacent Highway 401 (on MTO property) between North Talbot Road and Howard Avenue, residents will notice reductions in noise levels associated The Windsor-Essex Parkway in comparison with future “no-build”.

2035 STAMSON Modelling Results*				
Map ID	2035 change in noise levels (without mitigation) (dBA)		2035 change in noise levels (with 5 m mitigation) (dBA)	
	Day	Night	Day	Night
11-N	- 6.8	- 6.3	- 13.4	- 8.6
12-N	- 5.5	- 4.9	- 11.1	- 7.2
13-N	3.3	0.8	- 6.8	- 2.4
14-N	3.6	1.3	- 6.7	- 2.4
15-N	3.8	1.4	- 6.4	- 1.9

* A decrease in 5 dB means that sound is decreased by half

- The noise barrier will also be effective in reducing noise from most heavy equipment during the construction of The Windsor-Essex Parkway.



Criteria for Selecting Noise Barrier Type

- Low Maintenance
- Aesthetics (Corridor View)
- Performance & Availability
- Functionality of Material

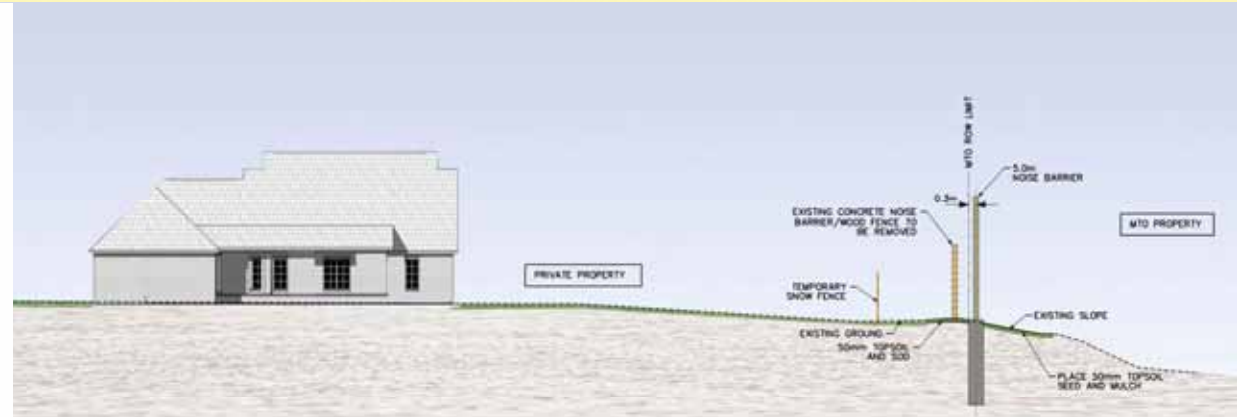
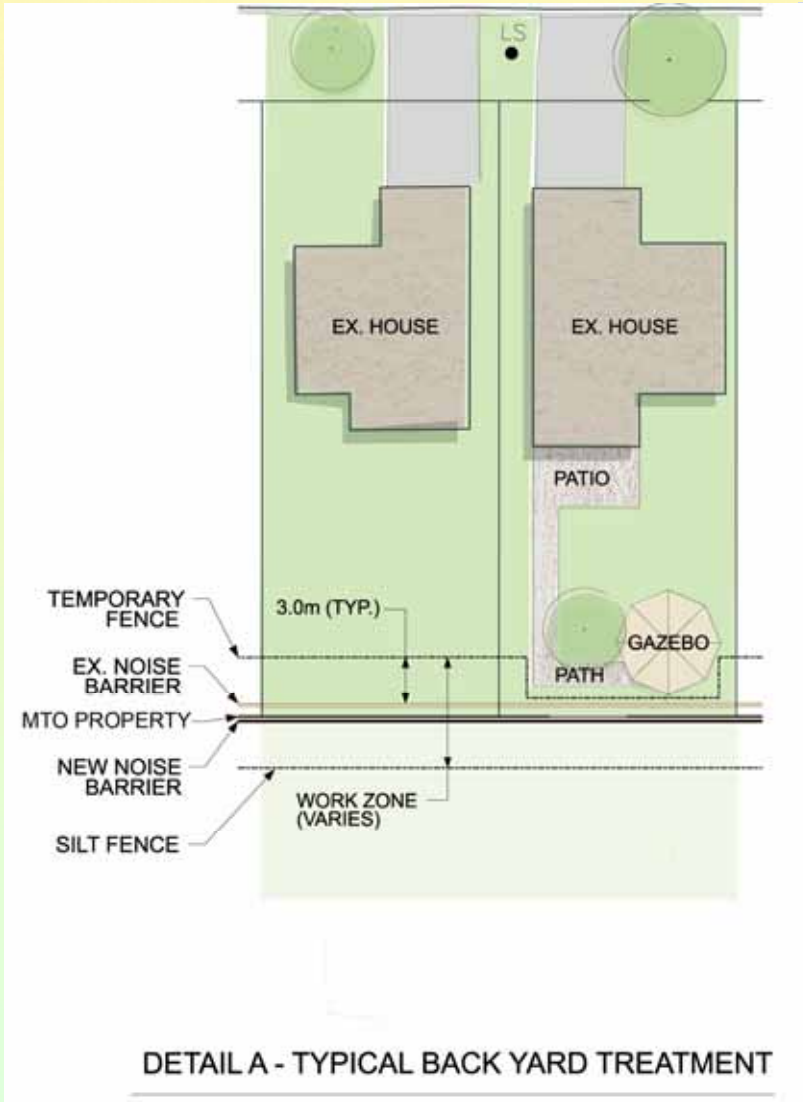
Preferred Option

Composite concrete barrier with transparent panels along the top of approximately 50% of the noise barrier were chosen as the desired noise barrier type for the barrier for a number of reasons:

1. Composite concrete barriers are versatile with respect to shaping, colour and texture options.
2. Composite concrete barriers are more durable (against salt, ice, light, etc.) than other proposed material which reduces the maintenance cost in the long-term. Additionally, damaged areas can be patched as opposed to having to replace the entire panel.
3. Transparent panels reduce the visual impact of the noise barrier from both the residential and driver perspective.



IMAGES ABOVE DISPLAY THE VERSATILE NATURE OF CONCRETE NOISE BARRIERS



TYPICAL SECTION A - NOISE BARRIER

APPLICABLE TO:	ADDRESS	STREET NAME
	631 TO 735	ALPENROSE COURT
	1128 TO 1368	IMPERIAL CRESCENT

Sample Rendering – Residential Side



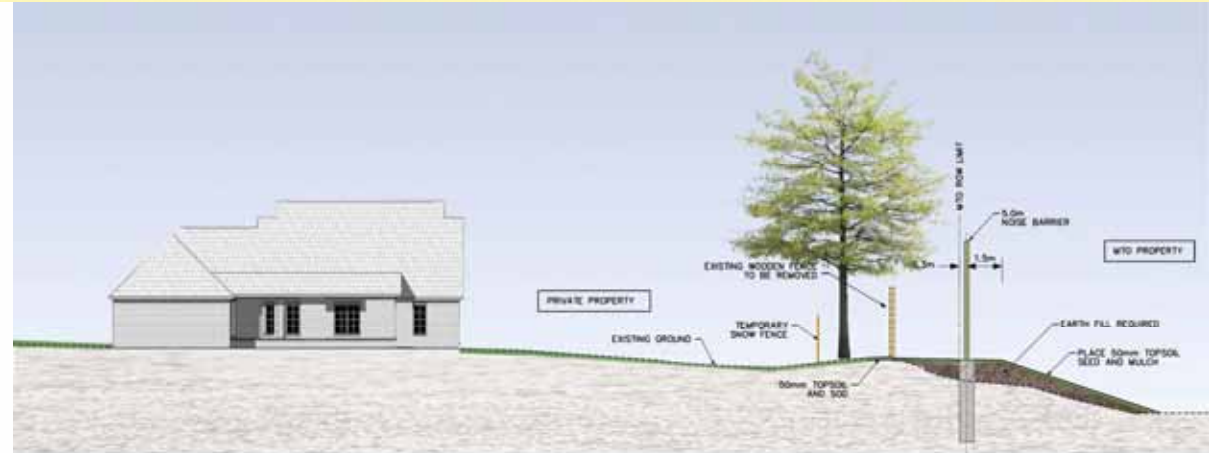
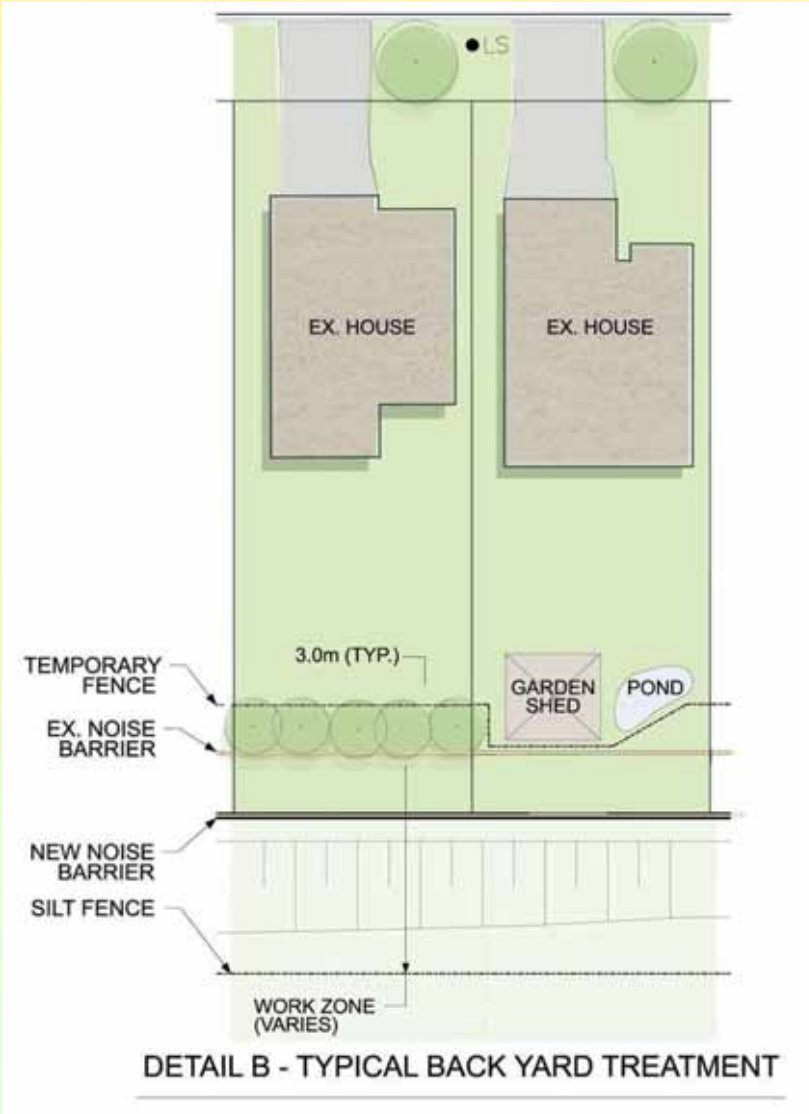
EXISTING CONDITION

The Project Team recommends the following for the residential side:

- Natural Stone pattern/texture;
- Grey colour;
- Clear transparent panels with I lines on 50% of the noise barrier (top of barrier only).



PERSPECTIVE VIEW A



TYPICAL SECTION B - NOISE BARRIER

APPLICABLE TO:	ADDRESS	STREET NAME
	1376 TO 1576	IMPERIAL CRESCENT
	1232 TO 1604	STONEBROOK CRESCENT
	1255	NORTH TALBOT ROAD



EXISTING CONDITION



PERSPECTIVE VIEW B



The Project Team recommends the following for the highway side for this Project:

- Large block pattern/texture;
- Grey colour;
- Clear transparent panels with lines will be used on 50% of the noise barrier.

NOISE BARRIER DESIGN - Driver's experience

Creating a rhythmic driving experience is central to the design criteria for the new noise barrier. In order to create variety while driving, solid motif accent panels are combined with transparent panels and strategically arranged along The Windsor-Essex Parkway. The stepping pattern created by utilizing a combination of noise barrier heights (transparent panels, standard concrete barrier and a motif panel) will produce interesting visual effect from the driver's perspective.

Conceptual Motifs Location and Design - Highway Side



Motif accent panels have been conceptually placed on the highway side of the barrier at equal spacing along long, linear stretches to break up the continuous panels. The motif panels occur at junctions and bends in the noise barrier as an accent feature (refer yellow circles on plan).



IMAGES 1-2. PRECEDENT IMAGES OF ACCENT PANEL DESIGNS

Conceptual Accent Motif Panel Location + Design Criteria

The motif panels can be used to interject colour, texture, or a thematic element to the continuous noise barrier. In future design phases, artists and designers may be engaged in this process in order to develop a unique and innovative design that reflects the surrounding communities and the City of Windsor. The motif accent panels are mounted on the surface of the standard noise barrier, at any stage of the corridor development, allowing for flexibility and ensuring that the design remains consistent throughout.

Canada

Ontario

Initial Construction of The Windsor-Essex Parkway: Two Bridges &
Noise Mitigation Adjacent to Southwood Lakes Community
Workshop Session - September 24, 2009

PLEASE PRINT

Name: _____
 Address: _____ City: _____
 Postal Code: _____ Tel: () - _____
 Email: _____

NOISE BARRIER: RESIDENTIAL SIDE OF THE NOISE BARRIER

- 1) Check the box to indicate which type of texture/pattern you would like to see on the residential side of the noise barrier,
 - a) Plain
 - b) Natural Stone
 - c) Pressed Ashlar
 - d) No preference

- 2) Check the box to indicate which colour you would like to see on the residential side of the noise barrier.
 - a) Grey
 - b) Brown
 - c) Light grey-green
 - d) No preference

- 3) Along the top of approximately 50 percent of the barrier there will be a transparent section. Check the box to indicate which type of transparent material you would like to see on top of the noise barrier.
 - a) Clear transparent
 - b) Clear with lines
 - c) No preference

- 4) Other comments:

- Please complete the other side -


Canada

Ontario

Initial Construction of The Windsor-Essex Parkway: Two Bridges &
Noise Mitigation Adjacent to Southwood Lakes Community
Workshop Session - September 24, 2009

LANDSCAPING

- 5) Check the box to indicate which type of groundcover you would like to see on your residential side of the noise barrier to address the area temporarily impacted.
 - a) Sod
 - b) Mulch
 - c) Other
 - d) No preference


 If you checked "Other" please specify: _____

- 6) Check the box to indicate if additional landscaping beyond the replacement or restoration of groundcover will be required in your backyard as a result of the construction of the new noise barrier.
 - a) Yes, please note your preferences below
 - b) No

If yes, we will have follow-up meetings with you, but please note your preferences below.

7) Other comments:

Comments and information regarding this study are being collected to assist in the Detroit River International Crossing Study. This material will be maintained on file for use during the study and may be included in study documentation. With the exception of any personal information, all comments will become part of public record.

Please leave your comment sheets in the box provided or mail/fax them by **October 1, 2009**, to:
 Mr. Murray Thompson, P.Eng., Consultant Project Manager
 URS Canada Inc., 75 Commerce Valley Drive East, Markham, Ontario, L3T 7N9
 Fax: (519) 969-5012
www.partnershipbordersstudy.com and www.weparkway.ca

- Design and Construction Report – in accordance with Ontario *Environmental Assessment Act* requirements, a Design and Construction Report (DCR) has been prepared and is available for review. The DCR documents how the commitments outlined in the Ontario *Environmental Assessment Report* and the MOE conditions of approval have been addressed.
- Notices advising of the availability of the DCR have been published in local newspapers.
- Comments from this workshop will be incorporated into the DCR.
- Construction start.

For more information visit us at:
www.weparkway.ca or
www.partnershipborderstudy.com

PUBLIC REVIEW PERIOD

The 30-day public review of the DCR started on September 14th and ends October 13th.

STAY INVOLVED!

There will be further opportunities for public involvement during future design and construction study phases of the WEP.

**Ministry of Transportation
Windsor Border Initiatives
Implementation Group**

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detroit.river@ontario.ca

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Manager, Project Delivery**
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www.partnershipborderstudy.com

www.weparkway.ca

1-800-900-2649 (Toll Free)

***APPENDIX D -
Comment Sheet***

**Initial Construction of The Windsor-Essex Parkway: Two Bridges &
Noise Mitigation Adjacent to Southwood Lakes Community
Workshop Session – September 24, 2009**

PLEASE PRINT

Name: _____

Address: _____ City: _____

Postal Code: _____ Tel: () - _____

Email: _____

NOISE BARRIER: RESIDENTIAL SIDE OF THE NOISE BARRIER

1) Check the box to indicate which type of texture/pattern you would like to see on the residential side of the noise barrier,

- a) Plain
- b) Natural Stone
- c) Pressed Ashlar
- d) No preference

2) Check the box to indicate which colour you would like to see on the residential side of the noise barrier.

- a) Grey
- b) Brown
- c) Light grey-green
- d) No preference

3) Along the top of approximately 50 percent of the barrier there will be a transparent section. Check the box to indicate which type of transparent material you would like to see on top of the noise barrier.

- a) Clear transparent
- b) Clear with lines
- c) No preference

4) Other comments:

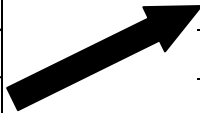
Initial Construction of The Windsor-Essex Parkway: Two Bridges &
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 Workshop Session – September 24, 2009

LANDSCAPING

5) Check the box to indicate which type of groundcover you would like to see on your residential side of the noise barrier to address the area temporarily impacted.

- a) Sod
- b) Mulch
- c) Other
- d) No preference

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>



If you checked "Other" please specify:

6) Check the box to indicate if additional landscaping beyond the replacement or restoration of groundcover will be required in your backyard as a result of the construction of the new noise barrier.

- a) Yes, please note your preferences below
- b) No

<input type="checkbox"/>
<input type="checkbox"/>

If yes, we will have follow-up meetings with you, but please note your preferences below.

7) Other comments:

Comments and information regarding this study are being collected to assist in the Detroit River International Crossing Study. This material will be maintained on file for use during the study and may be included in study documentation. With the exception of any personal information, all comments will become part of public record.

Please leave your comment sheets in the box provided or mail/fax them by **October 1, 2009**, to:
 Mr. Murray Thompson, P.Eng., Consultant Project Manager
 URS Canada Inc., 75 Commerce Valley Drive East, Markham, Ontario, L3T 7N9
 Fax: (519) 969-5012
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