

Ministry of Transportation

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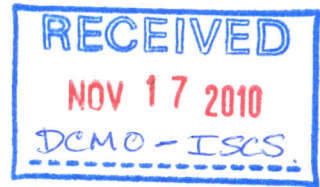
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Ontario

November 5, 2010



Ms. Nancy Schepers, P. Eng.
Deputy City Manager
Infrastructure Services and Community Sustainability Portfolio
City of Ottawa
110 Laurier Avenue West
Ottawa, Ontario, K1P 1J1

Dear Ms. Schepers,

Re: Your Letter of October 25, 2010 re Noise Barriers in Crystal Beach

Thank you for your letter of October 25, 2010 regarding construction of noise barriers adjacent to Highway 417 between Bayshore Station and Moodie Drive.

I understand from your letter that a noise analysis was undertaken in conjunction with the EA for the BRT Transitway extension from Bayshore Station to Moodie Drive and that the difference between existing and future noise levels as a result of Transitway construction does not warrant noise mitigation.

As part of MTO's Preliminary Design and Environmental Assessment Studies on Highway 417, MTO undertook similar noise studies and determined that future noise levels as a result of Highway 417 expansion did not warrant construction of noise barriers (i.e. increases in noise levels for Highway 417 expansion were less than 5 dBA). As a result, noise mitigation was not recommended to be provided in conjunction with our highway widening.

MTO completed a subsequent noise analysis in 2008 to assess construction of noise barriers under the Noise Barrier Retrofit Program. The study was based on updated site conditions and the most recent available traffic data at that time. It was determined that noise barriers at two locations within the area would meet the minimum requirements to be considered for construction under the MTO Noise Barrier Retrofit Program.

Due to the relative location of the homes (distance from the highway) and lengths of sound barriers required to achieve a meaningful sound level reduction, these barriers are a low priority for construction since many other sites would experience greater benefits for less expenditure.

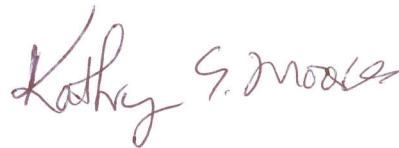
As a result, construction of these noise barriers is not included in the current Southern Highways Program.

Over the years MTO has implemented a number of noise mitigation measures at this location including:

- Realignment of Highway 417 lanes southerly (further from the community) during construction of the Hwy 416-417 interchange
- Providing for a median entry for Highway 416 traffic entering Highway 417 instead of a more conventional right hand entry to minimize noise and visual intrusion.
- Construction of a large berm between the north side of Highway 417 and the community.
- In co-operation with the City of Ottawa and the National Capital Commission, subsequent construction of an overlapping berm on NCC property using surplus material from Ottawa Transitway construction. This berm provided additional shielding for the west end of Aero Drive.

Please be assured the Ministry will continue to monitor these sites and re-evaluate the noise levels in this area and will periodically update the site's placement on the Noise Barrier Retrofit List.

Sincerely,

A handwritten signature in red ink that reads "Kathryn E. Moore". The signature is written in a cursive style with a large initial 'K'.

Kathryn E. Moore
Regional Director

c.c Wayne Newell, Director General, Infrastructure Services Department, City of Ottawa
Phil Pawliuk, Area East Engineer, Planning and Design Branch, Ministry of Transportation