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Noise Barrier Retrofit Program

5. How do I get a noise measurement?

Property owners who believe they have a noise issue can obtain a Traffic Noise Investigation Request Form from The City of Calgary, Transportation Planning. The request must be supported by two-thirds or 67 per cent of the directly impacted property owners. All eligible complaints and enquiries are investigated to determine if they meet the criteria for the Noise Barrier Retrofit Program list.

6. What if I don't want a noise barrier?

A noise barrier can only be constructed under the program if two-thirds of the directly impacted property owners support the project.

7. I already have a fence that was constructed by the developer. Am I eligible for this program?

Any property owner who thinks they have a noise problem can apply. In new sub-divisions (since 1988), developers normally construct wooden or stucco noise attenuation fences, if required, at the time of development. These are usually adequate to meet the Surface Transportation Noise Policy. The fence height is based on future 20-year traffic forecasts. As a result of the growth that the city has been experiencing in recent years, in some locations actual traffic volumes and/or the number of daily trucks has proved to be higher than expected and design noise levels may be exceeded.

8. My existing wooden property fence has gaps in it. How good is this for noise attenuation of traffic noise?

The existing fence may just be a boundary or screen fence. A higher level of sound protection is achieved when fences have no gaps.

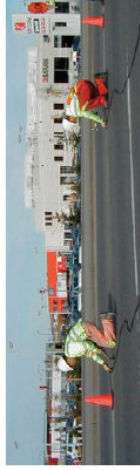


Council's Noise Barrier Retrofit Program is an annual program that provides limited funding for eligible residential locations that are experiencing levels of traffic noise that exceed those specified in the Surface Transportation Noise Policy.

Potential locations for the retrofit program are identified on a complaint basis. Property owners who believe they have a noise issue can obtain a Traffic Noise Investigation Request Form from Transportation Planning.

Noise barriers are only constructed in continuous lengths (with overlapping breaks at existing walkways) and normally for entire city blocks to provide meaningful noise attenuation to the backyard recreation area of residences. The policy approved by City Council requires the support of a minimum of two-thirds of homeowners (on title) for which construction is proposed.

The City of Calgary prioritizes the construction of noise barriers according to technical and economic feasibility. Candidate locations are ranked according to the expected benefit/cost ratio of the project based on factors such as the severity of the noise levels, the amount of noise reduction and the number of residential units that will benefit. The candidate list is periodically re-prioritized and will be presented to City Council again in late 2015.

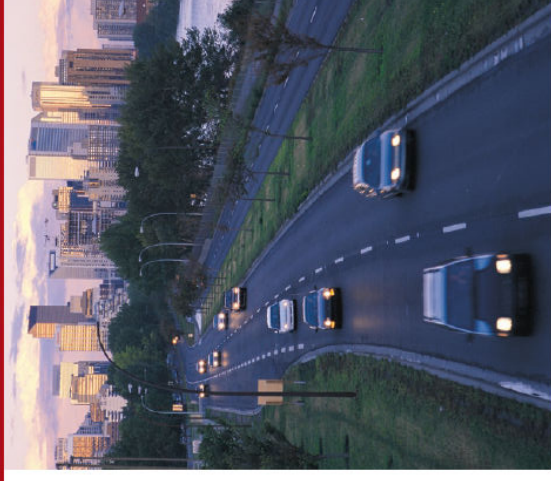


Noise barrier retrofit priority list 2013-2015*

1. **Beddington Trail N.W. (south side)** – Hidden Valley Manor to Hidden Valley Link N.W.
2. **Southland Drive S.W. (south side)** – west of 14 Street to Braeside Drive S.W.
3. **Southland Drive S.E. (both sides)** – 5th Street to Acadia Drive S.E.
4. **Anderson Road S.E. (south side)** – west of Acadia Drive to east of Bonaventure Drive S.E.
5. **Glenmore Trail S.W. (north side)** – Mike Ralph Way S.W.
6. **Memorial Drive N.E. (north side)** – west of McDougall Court to 6th Street N.E.
7. **Sarcee Trail N.W. (west side)** – south of John Laurie Boulevard N.W.
7. **Nose Hill Drive N.W. (east side)** – Country Hills Boulevard to south of Hawkstone Drive N.W.
9. **14 Street S.W. (east side)** – north of Southland Drive to Hallbrook Drive S.W.
10. **Old Banff Coach Road S.W. (west side)** – south of Patterson Boulevard to north of Coach Hill Road S.W.
11. **Southland Drive S.E. (south side)** – east of Maplecreek Drive S.E.

* The current priority list has not been approved for construction. Construction will be contingent upon a survey of area residents and available funding. For more information on the Noise Barrier Retrofit program, please contact:

Transportation Planning
Call: 3-1-1
Website: www.calgary.ca



Transportation Noise Information

January 2013

www.calgary.ca | call 3-1-1

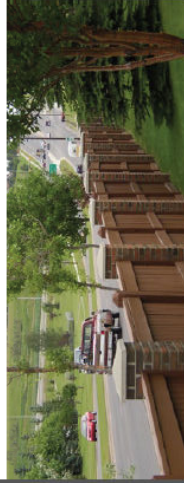
 THE CITY OF CALGARY
TRANSPORTATION PLANNING

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Transportation Noise Information

Transportation noise from vehicles is part of our daily lifestyle. Cars and especially trucks are major sources of noise.

The City of Calgary is committed to reducing the impact of such noise sources in existing and future residential areas. As part of the planning process in Calgary, residential areas are examined to determine whether there is an existing or potential concern in outdoor rear leisure areas around the home.



Surface Transportation Noise Policy

The City of Calgary's Surface Transportation Noise Policy prescribes the conditions under which noise barriers are constructed adjacent to residential properties using guidelines established by the federal government.

Key Elements of the Surface Transportation Noise Policy

- The policy deals with noise generated from typical traffic passing by a location - it does not deal with noise sources such as aircraft noise, engine retarder braking or construction activities.
- The policy provides for relief due to excessive noise impacts to the rear outdoor leisure area of a residential property only. Noise levels experienced within the dwelling or building are not covered in this policy.
- The policy applies to Skeletal Roads and Arterial Streets, as defined by The City of Calgary's Roadway Classification Map.
- If the roadway is a non-truck route, the threshold traffic noise level is 60 dBA, based on a 24-hour average.
- If the roadway is a truck route, the threshold noise level is 65 dBA, based on a peak hour average.

Surface Transportation Noise Policy Implementation

Noise barrier walls are constructed in three ways:

- 1. New developments** – Residential subdivision developers have been required to evaluate the need for noise walls at the time the development occurs, and where deemed necessary, provide an appropriate noise barrier.
- 2. Road projects** – If The City upgrades a roadway adjacent to existing residential development, the need for sound attenuation is reviewed, and provided when found warranted.
- 3. Noise Barrier Retrofit Program** – For existing residential areas, The City has established a program (Noise Barrier Retrofit) with a limited annual budget to construct concrete noise attenuation walls on a priority basis for locations deemed to be impacted the most by adjacent traffic noise. In each of the preceding situations the policy states the conditions and design criteria that are to be used in determining need and the extent of protection. All noise barriers constructed as a result of Surface Transportation Noise Policy are designed to attenuate noise levels anticipated over the next **20-year period**.

Typical Noise Levels in Daily Life

	Truck at 15 metres 65-70 dBA		Living room 40 dBA
	Business office 65 dBA		Library 35 dBA
	Conversational speech at 1 metre 60 dBA		Soft whisper at 5 metres 20-35 dBA
	Light auto traffic at 30 metres 50 dBA		

Frequently Asked Questions

- 1. Will a noise barrier eliminate traffic noise?**
The noise barrier will make a significant difference to the noise level. A barrier can achieve a 5 dBA noise level reduction when it is tall enough to break the line-of-sight from the roadway to the receiver location. After it breaks the line-of-sight, it can achieve 1.5 dBA of additional noise level reduction for each metre of barrier height.
- 2. What type of noise barrier is constructed?**
The City uses a standard concrete plank type wall. Standardization ensures economy of construction, consistency of local supply and the ability to replace damaged components.
- 3. You say the Noise Barrier Retrofit Program's budget is limited. What does this mean?**
Council currently allocates \$900,000 thousand per year for construction under the program. This is normally enough to construct concrete noise barriers at one to two locations per year, depending on the height and length of barrier needed at each location.
- 4. How are candidate locations ranked?**
Candidate locations are ranked according to the expected benefit/cost ratio (B/C) of the project. Factors that are taken into consideration are:
 - The severity of the noise problem.
 - The amount of noise reduction.
 - The cost of the project.
 - The number of residential units that will benefit.The B/C ratio is a consistent formula used for evaluating and prioritizing candidate locations. The higher ranking goes to the location with the higher B/C ratio.