

A New Environmental Guide for Noise

Presented by:

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Introduction

The purpose of this presentation is to discuss:

- Previous highway noise policy in Ontario, and
- recent changes policy.

Land Use Planning and Noise Control

Because of ever expanding freeways in Ontario, a land use policy was developed in 1977 by the Government of Ontario

- It stated that the Ministry of Transportation would retrofit noise barriers in older pre-1977 residential areas
- Noise control for new residential areas after 1977 was the responsibility of the subdivision developer and the local municipality
- A provincial objective sound level of 55 dBA was established
- Ministry would mitigate noise from new or expanding highways

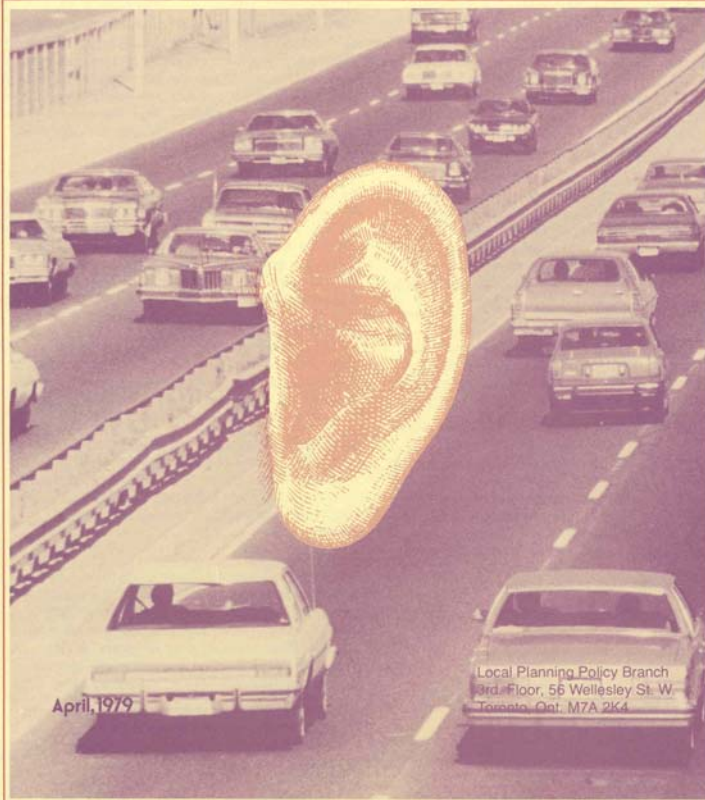
MTO only assesses the impacts in outdoor recreational area. The assessment of indoor noise is the responsibility of the residential developer or the homeowner.

1978 "Big Ear" Policy



Ontario
Ministry of
Housing

Guidelines on noise and new residential development adjacent to freeways



April, 1979

Local Planning Policy Branch
3rd Floor, 56 Wellesley St. W.
Toronto, Ont. M7A 2K4

Ministry of Transportation/ Ministry of the Environment (MOE) Noise Protocol

- The Protocol was a policy document between the two Ministries in which there is agreement on;
 - how the MTO would carry out our environmental assessments and how the Ministry of the Environment would review them;
 - when the MTO would consider noise mitigation;
 - how MTO would address construction noise; and
 - how MTO would provide retrofit noise barriers.

Ministry of Transportation Noise Policy

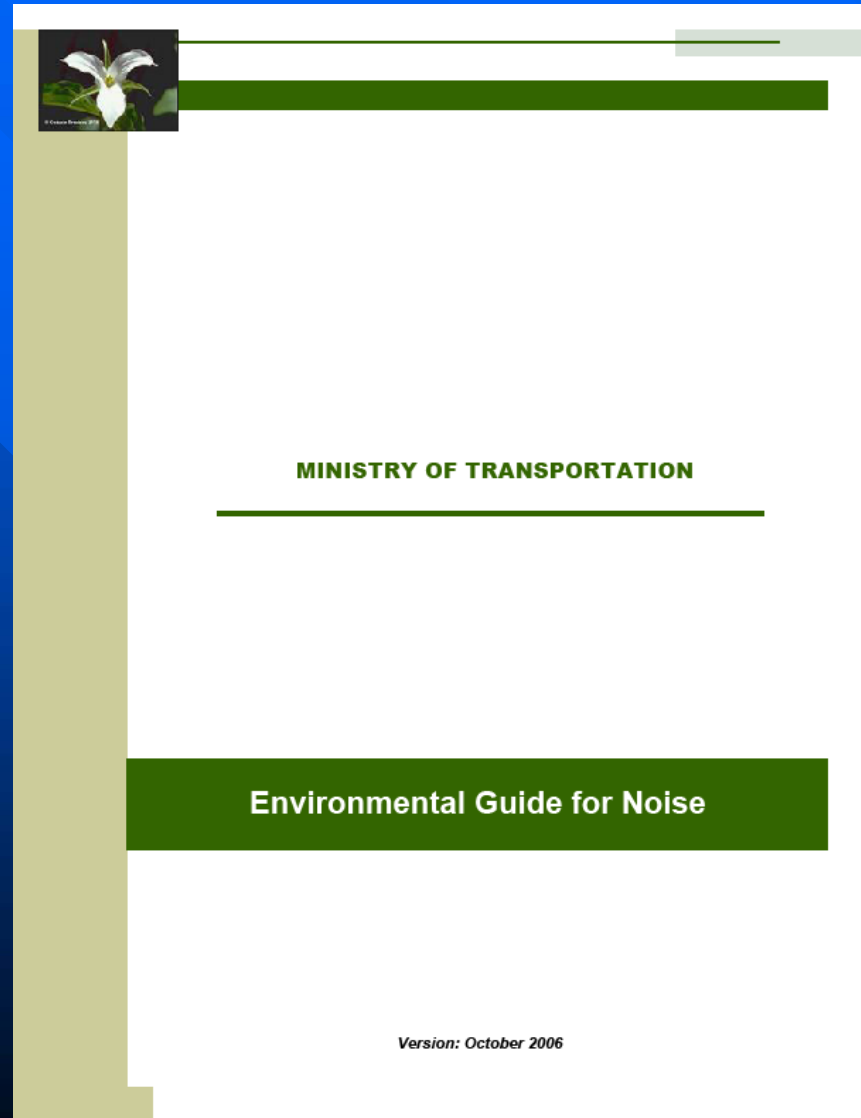
QST A-1

- This was an all encompassing noise policy that was developed by the Ministry of Transportation to set out how we will do noise assessment and control for Ministry projects.
- The policy dealt with:
 - Land use planning,
 - Retrofit of freeways with noise barriers,
 - Environmental assessment methodology, and
 - Construction noise

Reasons for Policy Changes

- Public was demanding more noise mitigation than was required by the previous policy.
- Ministry provided noise mitigation sometimes based on degree of public concern.
- In a public private partnership environment, the private sector would only provide mitigation when noise impacts exceeded the levels stipulated in the noise policy and they did not see a reason to be 'reasonable'.

Ministry of Transportation Environmental Guide for Noise



■ The new Guide addresses:

- Requirements for noise assessment and mitigation relating to the construction of new or the expansion of existing Provincial Highways.
- It updates, improves, and supersedes the MTO/MOE *Noise Protocol* and the MTO *Quality and Standards Directive A-1 - Noise Policy and Acoustical Standards for Provincial Highways*.
- Retrofit of freeway, and
- How to deal with construction noise.

Required Mitigation Effort

Change in Noise Level with Proposed Improvements

- < 5 dBA change & < 65 dBA
- ≥ 5 dBA change or ≥ 65 dBA

Mitigation Effort Required

- No Mitigation is required
- Investigate noise control measures on right-of-way to:
 - Mitigate to pre-construction ambient sound level if technically, economically and administratively feasible, and
 - Where introduced, should achieve a minimum of 5 dBA attenuation averaged over first row receivers.

Mitigation Feasibility

- Technical → Review the constructability of the noise mitigation (i.e. design of wall, roadside safety, shadow effect, topography, achieve a 5 dBA reduction, ability to provide a continuous barrier, etc.).
- Economic → Carry out a cost/benefit assessment of the noise mitigation (i.e., determine cost per benefited receiver).
- Administrative → Determine the ability to locate the noise mitigation on lands within public ownership (i.e., provincial or municipal right-of-way).

Questions?

