

Traffic noise

The Department of Main Roads has established SAFELink Alliance to deliver the Ipswich Motorway Upgrade from Wacol to Darra. Construction is underway and is due for completion in December 2010.

Road traffic noise

In a growing state like Queensland, road traffic noise can be experienced by many people living along motorways, highways and major arterial roads.

Main Roads has put in place a policy and strategies to assess the levels of noise and manage these across the state-controlled road network.

Main Roads also provides advice to households on actions they can take to reduce the effect of road noise on their home life.

What is a road traffic noise assessment?

The purpose of a road traffic noise assessment is to:

- » determine the existing acoustic environment
- » predict the road traffic noise impact over a 10-year period
- » recommend treatments for noise reduction
- » provide advice on the integration of noise reduction treatments and amenity (including aesthetics)
- » integrate the above issues to produce a design that demonstrates environmental management practice.



Noise barriers work by interrupting the path of sound waves.

Ipswich Motorway Upgrade Wacol to Darra

What Main Roads does

Following a Road Traffic Noise Assessment and depending on the situation, Main Roads may consider the following treatment options:

- » wider reserves for new road corridors
- » to erect noise barriers with suitable landscaping on motorway type roads
- » to resurface the road.

Main Roads can only consider properties which are affected by existing or planned state-controlled roads.

In general, arterial roads, highways and motorways fall into this category.

Local roads and streets are typically the responsibility of local government and are managed in accordance with their respective road traffic noise policy.

Further information about the assessment, design and management of the impact of road traffic noise along state-controlled roads can be found in the department publication Road Traffic Noise Management: Code of Practice at www.mainroads.qld.gov.au.



Many factors are taken into account when designing noise walls.

Noise barriers

Noise barriers work by interrupting the path of sound waves.

Effective noise barriers typically reduce noise levels by 5 to 12 decibels [dB(A)], cutting the perceived volume of traffic noise by as much as one half.

The types of noise barriers include absorptive panels, reflective panels and dispersive panels. They can be made of timber (palings, planks, plywood sheets), reinforced concrete, lightweight cementitious products, masonry (stone, concrete) and acrylic. Earth mounds and vegetation are also used.

The choice of noise barrier depends on many factors, including acoustic and visual considerations, safety requirements, public amenity and maintenance requirements.

The noise walls used for the Ipswich Motorway Upgrade between Wacol and Darra will have a design life of 40 years. The panels will be 150mm thick concrete and able to withstand the impact of a four kilogram steel ball dropped from a height of three metres when the panel is supported horizontally above the ground

Contact us

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*Higher rates apply from mobile phones and pay phones. If calling from outside of Queensland, STD rates will apply.

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SMS updates*

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*Visit the website to receive free project updates direct to your mobile phone.

For other Western Corridor transport projects Phone 1800 013 189

**Please remember that safety around roadworks is a two-way street.
We ask that you drive carefully and responsibly during these construction works.**