Metadata for Ambient Noise Contours For Major Highways in NEBC

Use Limitations: This data is for representation purposes only. The commission provides this data "as is" with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user. It carries no guarantee of any kind, express or implied.

Background

Through the BC Oil and Gas Research and Innovation Society (BCOGRIS), a series of ambient noise level contours have been constructed around heavily-traveled roadways in Northeast BC. These contours are being made available to all permit holders to allow for the consistent calculation of Class A2 adjustments as described in the Noise Control Best Practices Guideline.

Data and reports are available at the BC OGC Data Center: https://www.bcogc.ca/data-reports/data-centre/

File	Software	Compressed Zip File Names
Google KML files *.kml	Google Earth	NoiseModel_ASL Summer Daytime NoiseModel_ASL Summer Nighttime NoiseModel_ASL Winter Daytime NoiseModel_ASL Winter Nighttime NoiseModel_Year-round Daytime NoiseModel_Year-round Nighttime
Shapefiles *.dbf, *.SHP, *.shx, *.prj	Autocad, QGIS, CadnaA, SoundPLAN, or other general graph software	NoiseModel_ASL Summer Daytime NoiseModel_ASL Summer Nighttime NoiseModel_ASL Winter Daytime NoiseModel_ASL Winter Nighttime NoiseModel_Year-round Daytime NoiseModel_Year-round Nighttime
SoundPlan Grid Files *.res, *.GM, *.log	SoundPLAN 8.2 grid results files, as per SoundPLAN file structure, can also be imported in CadnaA	NoiseModel_SoundPLANGrid_Summer NoiseModel_SoundPLANGrid_Winter NoiseModel_SoundPLANGrid_YearRound

Shapefile Schema

Column Name	Data Type	Data Precision
ISOVALUE	FLOAT	5

Data Dictionary

Column Name	Alias	Comments
ISOVALUE	ISOVALUE	Specifies the equal sound level for the contour line, similar to the geographer's equal altitude contour.

Renewal Triggers and Service Levels

1. None (One time study)

Limitations of Use

This traffic noise modeling procedure is not applicable in situations where the existing acoustical environment is not dominated by an existing highway traffic noise source. Highway traffic noise models are not capable of accurately determining existing noise levels where highway traffic noise is not the dominant contributing acoustical characteristic. Generally, the procedure is intended for sites that are currently influenced by highway traffic noise. In areas dominated by background (non-roadway) noise sources, monitored (rather than modeled) noise levels should be used to determine existing noise levels, thereby accurately representing the existing noise environment. Professional judgment shall be used when selecting sites for determining the ambient noise levels in such areas.

In order to verify the accuracy of the noise model used to predict existing noise levels, existing noise levels monitored in the field should be compared with the noise level predictions for the traffic conditions observed during the monitoring period.

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