

HIGHWAYS DEPARTMENT

PRACTICE NOTES NO. BSTR/PN/003 - Revision C

Noise Barriers with Transparent Panels

Bridges and Structures Division

October 2009

Contents

	Page No.
1. Introduction	1
2. Competition Policy	1
3. Design Considerations	1
4. Particular Specification Clauses	5
5. Special Conditions of Contract Clauses	5
6. Future Improvement	5
Annex I. Sample Particular Specification for Noise Barriers with Transparent Panels	6
Annex II. Sample Special Conditions of Contract for Noise Barriers with Transparent Panels	28

Highways Department
Bridges and Structures Division
Practice Notes No. BSTR/PN/003 - Revision C

Noise Barriers with Transparent Panels

1. Introduction

Transparent noise barrier panels have the advantages of transmitting light to nearby residents and allowing road users to orientate themselves by providing views of the surrounding area. This Practice Notes No. BSTR/PN/003 is intended to give guidance to designers on the selection and design of the materials to be used in noise barriers with transparent panels. Sample particular specification clauses and special conditions of contract clauses are provided in the annexes.

2. Competition Policy

The designer shall identify as far as practicable more than one suitable material for the transparent noise barrier panels and have all suitable materials specified on the Drawings for the Contractor to propose to the Engineer for acceptance. Only in very special circumstances when there is no more than one suitable material should a single material be specified.

The transparent panels for noise barriers on highways shall be supplied by suppliers on the List of Approved Suppliers of Materials and Specialist Contractors for Public Works in the “Transparent Panels for Noise Barriers on Highways” category. The designer shall take into account the availability of approved suppliers in the market in specifying the suitable materials.

3. Design Considerations

Apart from the noise mitigation requirement for the noise barrier, the designer shall also consider, inter alia, :-

- (i) Cost effectiveness
- (ii) Safety and fire resistance
- (iii) Aesthetics
- (iv) Glare
- (v) Durability
- (vi) Vandalism
- (vii) Warranty
- (viii) Application history
- (ix) Bird collision
- (x) Maintenance

3.1 Cost effectiveness

The designer must ensure best cost effectiveness for the choice of material(s). This shall include capital cost, life cycle cost (life time maintenance and replacement) and associated costs such as loading on supporting frames and bridge or foundation structures. Whenever practicable, more than one material shall be specified.

3.2 Safety and fire resistance

Where noise barrier elements may fall off onto public traffic areas in the event of vehicular impact, the designer should consider specifying holding devices and catching contrivances on the Drawings.

Normally, holding devices should be provided to prevent panels from falling off the noise barrier. Such devices should hold the four corners of each panel by wire ropes. If holes can be drilled on the panels (e.g. plastic panels), the wire should be fixed to panels via holes near the corners. On the other hand, if drilling on the panels is considered not appropriate (e.g. glass panels), the wire should hold the sub-frames instead. In that case, the panels should be properly glued to the sub-frames by sealant.

Catching contrivances should be provided to prevent spread of panel fragments that could cause hazard to road users. Some materials would be supplied together with catching contrivances facilities but some may not. The designer shall carefully consider his own case and decide in his design whether such requirement could be waived through the incorporation of other protection measures in his design in order to allow for a wider competition of supplies. Such measures could be in the form of mounting the noise barrier on concrete profile barrier or by providing external guard nets. However, external guard nets would seriously affect the appearance of the noise barrier and hence should only be used in very special circumstances.

In case of glass panels, the risks and consequences of fracture and broken glass falling should be duly considered and appropriate mitigation measures should be incorporated into the design. In spite of any mitigation measures proposed, only laminated tempered glass should be used. Fixings should be carefully detailed to avoid direct contact between the glass and other hard materials, and undue differential thermal stresses or acutely punching impacts. The use of glass for overhead or overhanging installations should be avoided as far as possible, particularly at blackspots and locations prone to fallen objects.

Various materials behave differently under fire. Polymethyl Methacrylate (PMMA) emits less noxious fumes than polycarbonate but it is less resistant to fire spread. Glass is not combustible but it may shatter under fire. The designer shall circulate his proposal to the Fire Services Department for comments.

In general, the following fire safety measures shall be adopted:

- (i) to include 4 m wide transverse firebreak for every 100 m long noise barrier/enclosure;
- (ii) to include longitudinal firebreak for semi-enclosures and full enclosures to reduce the risk of fire spread from the vertical section to the roof section;
- (iii) to incorporate emergency exit points along the noise barriers/enclosures to assist evacuation;
- (iv) to incorporate air vents and pressure release valves for semi-enclosures and full enclosures; and
- (v) lining within full enclosures shall be of appropriate class of Rate of Surface Spread of Flame as per BS 476: Part 7 or its international equivalent to the satisfaction of Fire Services Department.

3.3 Aesthetics

In most cases, it is a common practice for the designer to design the supporting posts and the Contractor to design the sub-frame in between these posts. The layout of the sub-frame is most important for both the overall aesthetics of the noise barrier and the costs to the project. PMMA normally has a nominal minimum thickness and its cost is less sensitive to sub-frame design. However, cost of polycarbonate panels generally could be reduced if secondary members are added to the sub-frame to reduce the span lengths of the polycarbonate sheets. Therefore, the designer shall clearly state his requirement to ensure fair competition. In particular, the designer shall specify whether the Contractor is allowed to add sub-frame members to reduce the size of the panels. The sample Particular Specification in Annex I have been prepared on the basis that the sub-framing arrangement shown on the Drawing has been designed by the designer. The Contractor shall design the sub-frames but cannot change the sub-framing arrangement. The designer may change the sample Particular Specification to suit his projects.

3.4 Glare

Unless otherwise treated, all transparent materials reflect light. Under some situations, the reflection of sunlight from slanting or horizontal panels would cause nuisance to nearby residents. For East-West running noise barriers, the reflection of sunlight at sunset or dawn may also cause nuisance to road users and possibly some residents. Designers should address possible glaring problems and pay attention to the sample PS Clause 27.13(8) that noise barriers shall not reflect light in such a way

as to prejudice road safety and top surface of roof panels shall be non-glaring.

3.5 Durability

PMMA, polycarbonate and glass are commonly used as noise barrier panels and are generally acceptable. In special case where high long term resistance to weather and abrasion are required, PMMA and glass perform slightly better and may be considered.

3.6 Vandalism

PMMA and polycarbonate could be damaged by fire, and glass could be damaged by strong impact. The designer shall consider the likely vandalism and decide accordingly.

3.7 Warranty

It has been a common practice for suppliers to provide a 10-year warranty for PMMA, polycarbonate and glass. Thus, a warranty period of 10 years should normally be specified.

3.8 Application history

For quality assurance, transparent noise barrier panels are generally required to possess minimum five years of application history in weathering conditions similar to Hong Kong climate, and shall satisfy the Engineer by at least one successful project for noise barriers on highways or similar works in Hong Kong in the past 3 years.

In assessing the manufacturer or his agent's job references, project engineer may have his own set of considerations to suit individual case. As a general rule, a project involving at least \$0.5 million worth of noise barriers with transparent panels works can be regarded as an acceptable job reference.

3.9 Bird collision

There are reported cases where birds collide onto the transparent noise barrier panels causing bird mortality. As the panels are either transparent which appears invisible to birds or reflective that mirrors the facing landscape, birds are unable to recognize them as physical barriers. Having considered the bird collision problem, the Director of Agriculture, Fisheries and Conservation (DAFC) recommended that transparent materials should be avoided as far as possible in the design of noise barrier in areas with high bird density or for roads that cut across rural areas.

To address the bird collision problem, designers should consider bird collision measures during the design stage. It has been a standard practice in Hong Kong to

provide transparent noise barrier panels with either tinted materials, embedded opaque stripes or superimposed patterns of thin opaque stripes. However, recent experience suggested that application of tinted materials alone may not be adequate in preventing bird collision and further mitigation measures are needed. In this regard, our department and DAFC are investigating several alternative measures to address the problem. Designers may take note of the investigation and seek DAFC's advice where necessary.

3.10 Maintenance

The design considerations should include maintenance considerations such as the provision of a safe access/mean for future maintenance and inspection, maintenance requirements, etc. The selection of the material should take into account of its market availability. It would be preferable to have the material readily available on market for immediate purchasing for replacement. Besides, the panel sizes should be standardized as far as possible for ease of future replacement works.

4. Particular Specification Clauses

Sample Particular Specification Clauses are in Annex I. Designers may use it as a reference in drafting the Particular Specification for their projects.

5. Special Conditions of Contract Clauses

Sample Special Conditions of Contract Clauses are in Annex II. Designers may use it as a reference in drafting the Special Conditions of Contract for their projects.

6. Future Improvement

Comments on this Practice Notes are most welcome so that improvements can be made in future editions. All comments or enquires shall be directed to the Chief Highway Engineer/Bridges & Structures for the attention of Senior Engineer/Projects 1 (tel. 3188 3385).

- END -