2018-08-07

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Blueprint Builds – 119-121 Beechwood
Phase 2 Feasibility Noise Study

Dear Phil,

We are pleased to present the following phase 2 environmental feasibility noise study for the proposed development at 119-121 Beechwood Avenue in Ottawa, Ontario. The new development will consist of a 2 storey office building located on the corner of Chapleau and Beechwood Avenue. This type of study is required by the City of Ottawa under the Environmental Noise Control Guidelines 2016 (ENCG), compliant with the Ministry of Environment's NPC-300.

This study considers acoustic concerns regarding traffic noise from Beechwood Avenue, which is located approximately 11.5 m to the South from the property. This noise source is the only source considered in this study and is the only source of noise that will have an impact on the new development. Noise impact from the building to the environment is not considered in this study.

The summary of our results may be found in Section 5 along with our acoustic recommendations.

Should you have any questions or comments regarding this report, please do not hesitate to contact us.

Prepared by,

Adrien Amyotte, Ing. Jr.
Acoustic Consultant

Rebecca Sondermeyer
Acoustic Consultant

1.0 Introduction

State of the Art Acoustik Inc. was commissioned by Blueprint Builds to complete a Phase 2 feasibility noise study as required by the City of Ottawa for the proposed development at the corner of Beechwood Avenue and Chapleau Avenue in Ottawa, Ontario. We have followed the 2016 Environmental Noise Control Guidelines, which are compliant with the Ministry of Environment's NPC-300.

In Section 2.0, the site plan of the proposed development is shown and the surrounding area is analyzed for possible noise sources which would impact the proposed development. This study only includes noise from road sources.

In Section 3.0, the noise impact calculation procedure is described and in Section 4.0, the predicted noise impact from Beechwood Avenue onto this development has been analyzed. Section 5.0 is an AIF analysis and recommendations for the exterior envelope of the building are discussed.

2.0 Site Plan Evaluation

2.1 Project Description

The proposed development consists of an office building located at the corner of Chapleau Avenue and Beechwood Avenue in Ottawa, Ontario. The area surrounding the development consists mostly of low rise residential buildings and commercial spaces. We have considered traffic noise from Beechwood Avenue as the only noise source for this location as the only other collector roads are 200 and 300 meters away. No mechanical noise from any surrounding building or other sources of noise is anticipated as no large mechanical equipment is present on nearby buildings. The proposed building does not have any outdoor amenities areas as it is a commercial building.

2.2 Site Plan Review

Figure 2.1 shows the location of the proposed development and the surrounding area including surface transportation noise sources. Beechwood Avenue is the only surface transportation noise sources that must be considered as it is located 11.5 m away from the building. According to the City of Ottawa Environmental Noise Control Guidelines, if the development is within 100 m of an arterial road, a noise study is required. The type of road is defined in the City of Ottawa Schedules E and F. Figure 2.2 shows the site plan of the proposed office building.

Figure 2.1 – Surrounding area and location of the proposed development at the corner of Chapleau Avenue and Beechwood Avenue

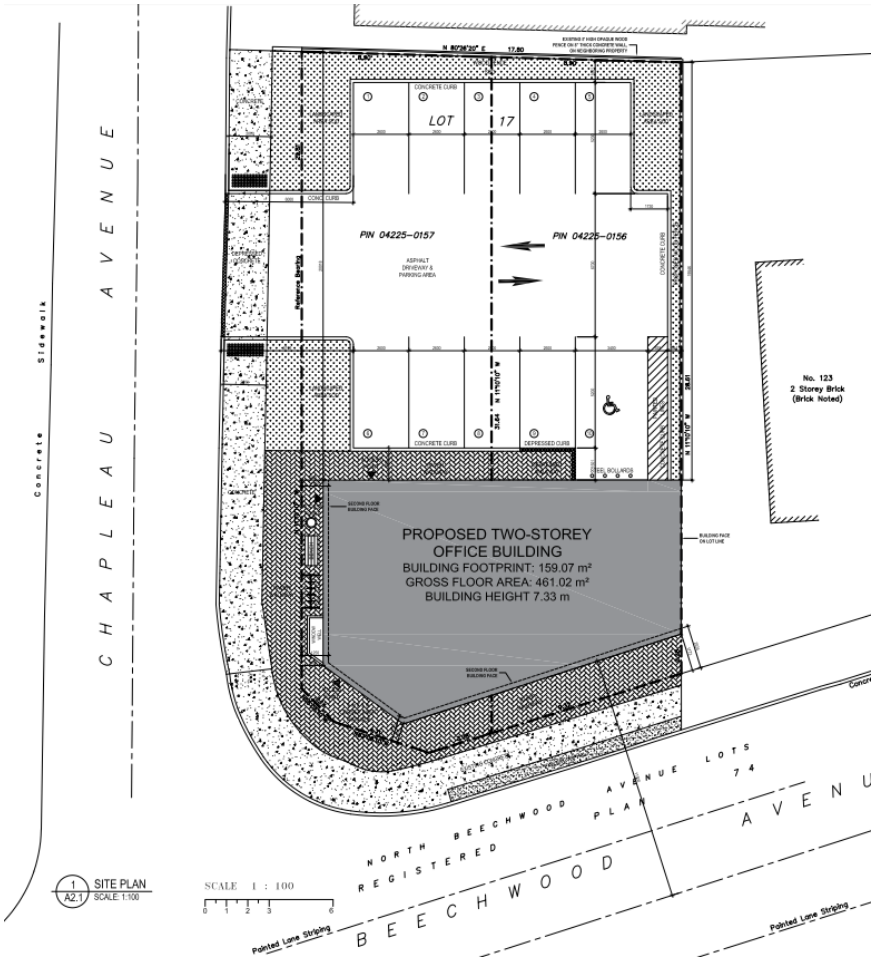


Figure 2.2 – Site plan of proposed commercial building at the Corner of Chapleau and Beechwood

3.0 NOISE IMPACT PROCEDURE

3.1 Procedure Used to Assess Noise Impacts

This assessment uses the City of Ottawa - Environmental Noise Control Guidelines (ENCG), dated January 2016, to assess and mitigate noise from roads, transit ways, railways and aircraft. The maximum road noise levels for indoor areas that apply to this building are taken from Table 2.2c of the ENCG and summarized in Table 3.1 below.

Time	Indoor Leq Levels (dBA) Class 1, 2 & 3 Areas
	Road Traffic/Light Rail Noise Level Limit (dBA)
07:00 – 23:00	**50** for General offices, reception areas, retail stores, etc.
07:00 – 23:00	**45** Individual or semi-private offices, conference rooms, etc

Table 3.1 – Criteria for Indoor Area Road and Rail Noise Levels

The ENCG states that noise control studies are to be prepared when the indoor area is within the following setback distances from the road, highway and railway noise sources:

- 100m from an arterial road or a major collector, light rail corridor or bus rapid transitway
- 250m from an existing or proposed highway
- 300m from a proposed or existing rail corridor or secondary main railway line
- 500m from a 400-series provincial highway or principle main railway line

This noise control study is required as the building is less than 100 m from Beechwood Avenue.

3.2 Noise Attenuation Requirements

This section outlines the required noise control measures and warning clauses and when to apply them, as stipulated by the ENCG for placement within purchase agreements.

If sound levels are predicted to be less than the specified criteria, no attenuation measures are required on the part of the proponent. If the predicted noise exceeds the criteria, the City of Ottawa recommends several attenuation measures.

These attenuation measures may include any or all of the following:

- construction of a noise barrier wall and/or berm;
- installation of a forced air ventilation system with provision for central air;
- installation of central air;
- acoustically selected building façade components

Where excessive noise levels may adversely affect the property or its use, the ENCG requires notices in the form of a Warning Clause to be placed on title in order to alert the buyer or renter of a possible environmental noise condition or a limitation on his/her property rights. The notices on title must be included in the Development Agreement(s) and in the Agreement(s) or Offer(s) of Purchase and Sale.

The City of Ottawa requires a Warning Clause whenever noise could meet or exceed 55 dBA 16 hour Leq at the Outdoor Living Area or Plane of Window of any living or sleeping area prior to any noise mitigation.

Table 3.2 provides the types of warning clauses and example text to be adapted into warning clauses. These warning clauses should be taken as *example only* and are taken from Appendix A of the ENCG which also states:
"*A warning clause is not considered a form of noise mitigation. It is not acceptable therefore to use warning clauses in place of physical noise control measures to identify an excess over the MOE or City noise limits*."

TYPE	Example Text	Notes
Generic	Purchasers/tenants are advised that sound levels due to increasing road/rail/Light Rail/transit way traffic may occasionally interfere with some outdoor activities as the sound levels may exceed the sound level limits of the City and the Ministry of the Environment. To help address the need for sound attenuation this development has been designed so as to provide an indoor environment that is within provincial guidelines. Measures for sound attenuation include: • multi-pane glass; • brick veneer; • concrete panels;	The generic warning clause outlines that MOE sound levels may be exceeded but the indoor environment is within guidelines. Mitigation measures are described including urban design features. Mention is also made of landscaping to screen the development visually from the source of noise.
Extensive mitigation of indoor and outdoor amenity area	"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road/rail/Light Rail/transitway traffic may, on occasion, interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the City and the Ministry of the Environment. To help address the need for sound attenuation this development may include: • multi-pane glass; • brick veneer; • construction of a solid fence in backyard area To ensure that provincial sound level limits are not exceeded it is important to maintain these sound attenuation features. This dwelling unit has also been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City and the Ministry of the Environment.	The warning clause makes reference to MOE sound levels being exceeded from time to time and that there are sound attenuation features and landscaping within the development that should be maintained.
No outdoor amenity area	Purchasers/tenants are advised that sound levels due to increasing road/rail/Light Rail/transitway traffic will interfere with outdoor activities as the sound levels exceed the sound level limits of the City and the Ministry of the Environment. To help address the need for sound attenuation this development may includes • multi-pane glass; • brick veneer; • construction of a solid fence in backyard area To ensure that provincial sound level limits are not exceeded it is important to maintain these sound attenuation features. This dwelling unit has been supplied with a central air	This warning clause notes that only an indoor environment is being provided for.

	conditioning system and other measures which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City and the Ministry of the Environment.	

Table 3.2 – Warning Clause Types and Example Text from the City of Ottawa (from ENCG Table A1)

3.3 Building Component Assessment (AIF Analysis)

According to the ENCG, when noise levels could exceed 55 dBA at the Plane of Window (POW) of an office area (day) the exterior cladding system of the building envelope must be acoustically designed to ensure the indoor noise criteria is achieved. The City of Ottawa recognizes the Acoustic Insulation Factor (AIF[1]) method as an appropriate analysis technique.

To comply with the City of Ottawa policies, the building envelope will require a minimum AIF rating to provide the indoor noise level required for living, dining and bedrooms of residential dwellings as described below.

The City of Ottawa's ENCG outlines the following maximum indoor Leq limits:

- maximum daytime indoor L_{eq} for general office space or reception areas should be 50 dBA
- maximum daytime indoor L_{eq} for individual or semi-private offices should be 45 dBA

For the overall exterior wall of any room, the required AIF for road and rail transportation noise is:

Required AIF = Outside L_{eq} - Indoor L_{eq} (Req) + 2dB (1)

When the exterior is comprised of components, then the AIF required of each component is determined by the following equation[1]:

Required AIF = Outside L_{eq} - Indoor L_{eq} (Req) + 10 $\log_{10}$ (Number of Components) + 2dB (2)

The required AIF is based on the Outside L_{eq}, Indoor L_{eq} required and the total number of exterior façade components. The AIF method allows for the number of components to be reduced if any component significantly exceeds the required AIF[1]:

"If the AIF of any component exceeds the required AIF by 10 or more, the calculation should be repeated for the other components with the 'total number of components' reduced by one. This reduction in the number of components lowers the required AIF for the others."

[1] J.D. Quirt, Building Research Note: Acoustic Insulation Factor: A Rating for the Insulation of Buildings against Outdoor Noise, National Rearch Council [Revised June 1980]

4.0 Surface Transportation Study

The following section describes our analysis of the road noise impact on the proposed Beechwood Avenue Office building.

4.1 Road Traffic Information

For this study, the only surface transportation noise source considered is traffic from Beechwood Avenue. This building is farther than 100 m from any other urban collector and arterial road, therefore no other surface noise sources are considered.

Table 4.1 below summarizes the roadway's parameters obtained from Table B1 on p. 75 of The City of Ottawa Environmental Noise Control Guidelines 2016, "Appendix B: Table of Traffic and Road Parameters To Be Used For Sound Level Predictions" for the respective roadway class.

Roadway	Implied Roadway Class	Annual Average Daily Traffic (AADT) Veh/Day	Posted Speed	Day/Night Split (%)	Medium Trucks (%)	Heavy Trucks (%)
Beechwood Avenue	4-Lane Urban Arterial-Undivided	30,000	50 km/h	92/8	7	5

Table 4.1 – Summary of Major Roadway Noise Source

4.2 Procedure Used for Roadway and Railway Noise Analysis

In order to calculate the road noise impact at the proposed development, we utilized the Ministry of Environment's STAMSON modeling software version 5.04. This program allows us to input variables of a road or railway such as traffic volume, types of vehicles, speed, barrier locations and topography to determine the environmental noise impact at a point of reception.

4.3 Points of Reception

To determine the worst case noise impact on the façade of the building, we have chosen three locations at the South side of the building. Both points of reception (PORs) are located on the first floor: on the façade of a small personal office closest to Beechwood Avenue (POR 1), on the plane of window of the second floor in the room directly above POR 1 furthest from Chapleau Avenue (POR 2), and on the plane of window of the reception area on the first floor (POR 3). We have chosen these PORs to be representative of the typical worst case scenario for traffic noise from Beechwood. The small office area on the first floor was chosen as the smallest room adjacent to Beechwood Avenue, the second floor office was chosen because the exterior cladding differs from the first floor and the reception area was chosen because of the large window area adjacent to Beechwood Avenue. The position of these points is shown in Figure 4.1 and 4.2, indicated by the blue cross.

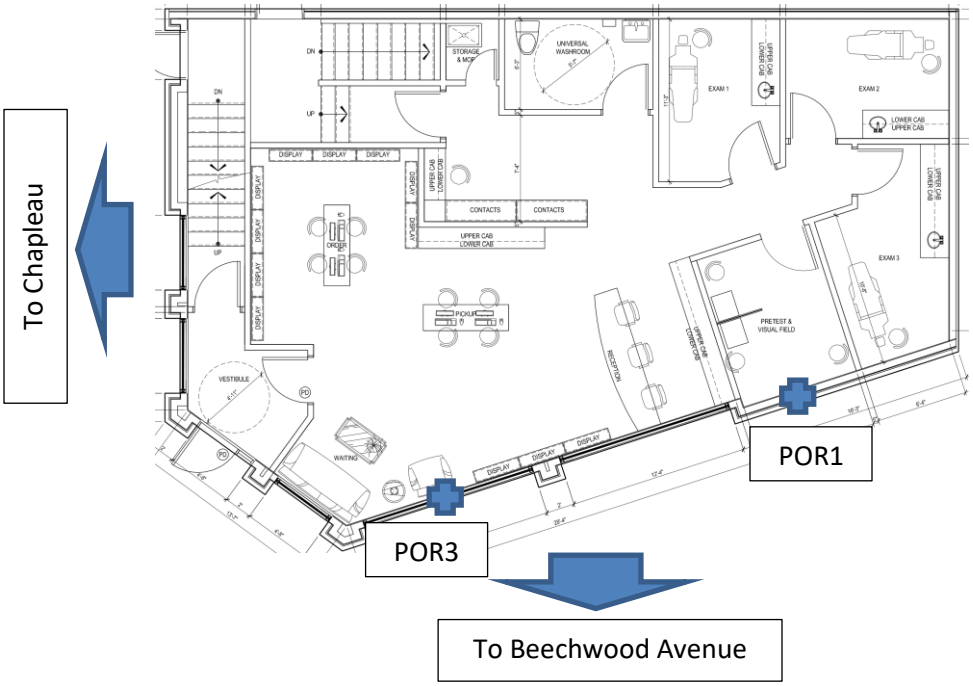


Figure 4.1 – Floor Plan of the 1st floor showing the Plane of Window Point of Reception POR1.

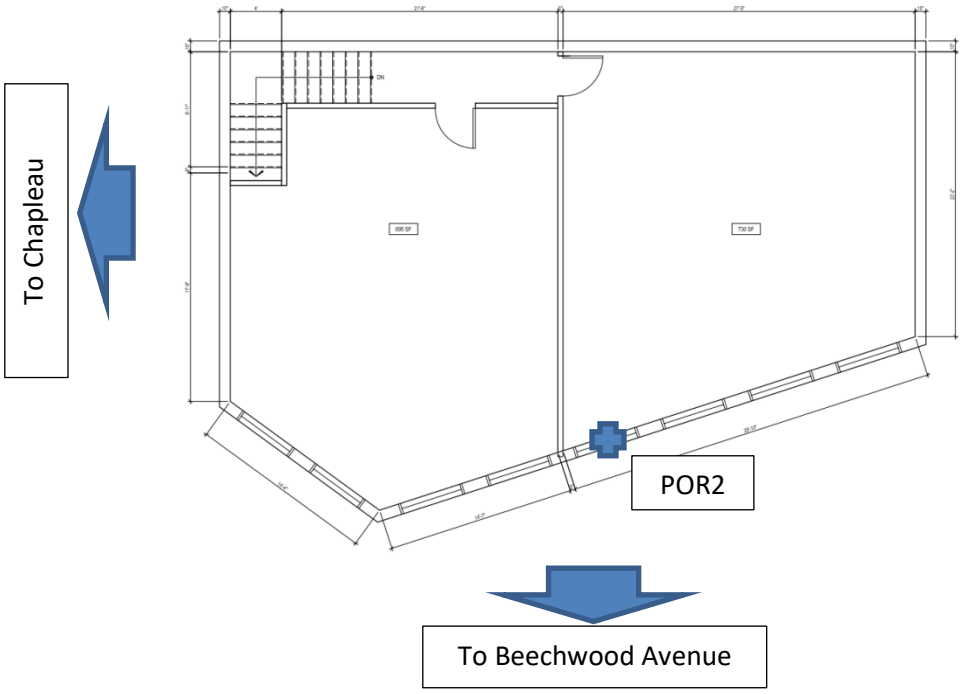


Figure 4.2 – Floor Plan of the 2nd floor showing the Plane of Window Point of Reception POR2.

4.4 Parameters Used for Analysis

The parameters used in STAMSON to assess the noise impact at POR 1 and POR 3 are the same as both points of reception are located at an equal distance from the only noise source: Beechwood Avenue. The parameters for POR 2 are very similar, however the receiver height is set to 4.5 m as it is on the second floor. These parameters are shown below in Table 4.2:

Parameter	Values Used
Roadway:	**Beechwood**
PORs 1 & 3	
Time Period	16h/8h
Topography	Gradual slope; no barrier
Rows of Houses	0
Intermediate Surface	Reflective
Receiver Height (m)	1.5
Elevation Change (m)	0
Source Receiver Distance (m)	15*
POR 2	
Time Period	16h/8h
Topography	Gradual slope; no barrier
Rows of Houses	0
Intermediate Surface	Reflective
Receiver Height (m)	4.5
Elevation Change (m)	0
Source Receiver Distance (m)	15*

*The source-receiver distance is set at a minimum of 15 m in STAMSON.

Table 4.2 – Parameters used in the STAMSON model

We have assessed daytime levels for POR 1, POR 2 and POR 3 as this is a commercial building in which no one is expected to spend the night.

4.5 Surface Transportation Noise Levels

Table 4.5 summarizes the predicted sound pressure levels at the points of reception from the results of the STAMSON environmental noise software calculation (Appendix A). The noise levels at POR 1, POR 2 and POR 3 are corrected for a source-receiver distance of 11.5 m using equation (3) for an acoustic line source, which is representative of a road.

$$L_p = L_N - \log(4\pi r) \qquad (3)$$

In equation 3, L_p is the sound pressure level at a certain distance r and L_N is the sound power obtained from this equation and the STAMSON data.

	POR 1 (dBA)	POR 2 (dBA)	POR 3 (dBA)
	Day	**Day**	**Day**
Beechwood Avenue	71.5*	71.5*	71.5*

* Corrected from STAMSON data using equation 3.

Table 4.5 – Predicted Road and Rail Noise at the Points of Reception

4.6 Roadway Noise Summary and Analysis

We have calculated the predicted noise level caused by traffic using STAMSON and have shown that a 16 h L_{eq} at POR 1, POR 2 and POR 3, located on the 1st and 2nd floors of the South façade of the building, is 71.5dBA in all cases. As these levels are above 55 dBA, an evaluation of exterior building components is undertaken in section 5 in order to verify that building components will achieve the required daytime indoor sound level of 50 dBA for general offices or reception areas and 45 dBA for individual or semi-private offices.

5.0 Exterior Building Component Analysis

In this section, we determine the minimum required façade AIF for the building to comply with the City of Ottawa's ENCG indoor noise requirements. Recommendations are given for wall and window compositions that meet the minimum required AIF values.

5.1 Building Components and Room Dimensions

The current design of the building's both floors South façade are made up of 2 different components:

1) Glazing
2) Exterior wall

POR 1 only has a single component: an exterior wall.

The exterior wall composition is different on each floor. For this study, the wall types will be approximated with their most similar analogues in the Canada Mortgage and Housing Corporation (CMHC) document "Road and Rail Noise: Effects on Housing". The wall type on the first floor is sufficiently similar to CMHC wall type EW5, while the wall type on the second floor is sufficiently similar to CMHC wall type EW1. These wall types are described in table 5.1.

First Floor Ext. Wall Assembly	**Equivalent CMHC wall type EW5**
-Masonry exterior cladding -Continuous insulation -Batt insulation in cavities -150 mm wood studs -13 mm gypsum board	-100 mm Brick Veneer -25 mm Air Space -Sheathing -39x89 mm Studs -50 mm Fiber Glass Insulation -Vapour Barrier -13 mm gypsum board
Second Floor Ext. Wall Assembly	**Equivalent CMHC wall type EW2**
-EIFS exterior cladding -Batt insulation in cavities -150 mm wood studs -13 mm gypsum board	-Exterior wood, metal or fiber sheathing -Rigid Insulation -39x89 mm Studs -50 mm Fiber Glass Insulation -Vapour Barrier -13 mm gypsum board

There is currently no selected window composition and as such minimum required window assemblies will be recommended in this section.

The calculation of AIF for each building component depends on the ratio of the area of a given component on the exterior to the total floor area of the corresponding interior room. Using plan view and elevation drawings, we have determined these dimensions for the small office on the first floor, for the larger room on the second floor and for the reception area. This is where we determined the noise impact at POR 1, POR 2 and POR 3. The areas of the exterior wall components and ratios to the floor are given in Table 5.2 below. Layouts of the small office and the larger room directly above the first point of reception are shown in Figure 5.1.

	POR 1 (Small Office)	**POR 2 (Large Office)**	**POR 3 (Reception)**
Floor Area [m^2]	**8.1**	**67.8**	**54.3**
South Façade Window Area [m^2] (ratio to floor area)	0 (0%)	8.7 (13%)	21.8 (40%)
South Façade Wall Area [m^2] (ratio to floor area)	10.6 (130%)	24.6 (36%)	21.8 (40%)

Table 5.2 – Areas of the Exterior Building Components and Floor Area at each POR

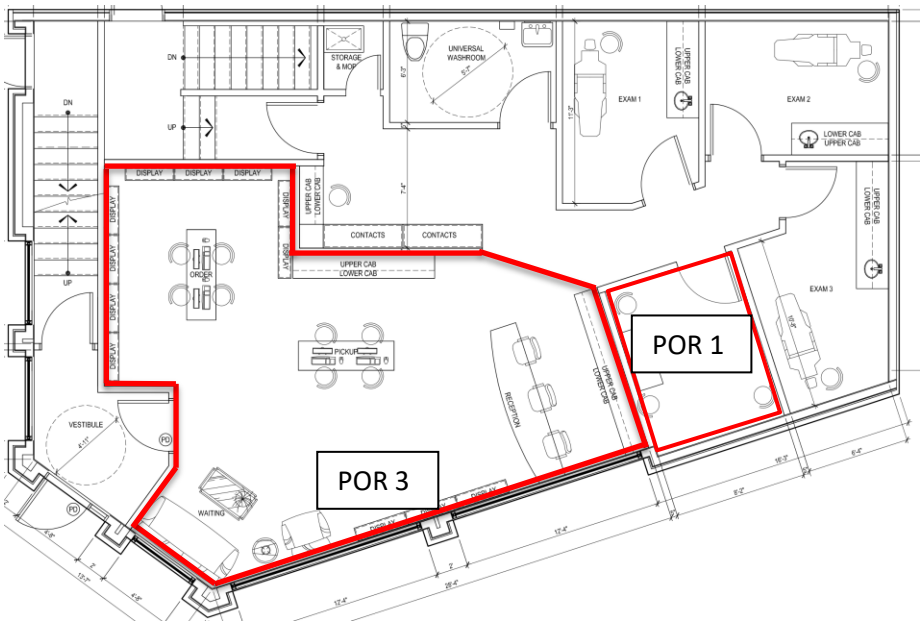


Figure 5.1 – Layout of the first floor office building indicating PORs 1 & 3 to Beechwood and furthest from Chapleau

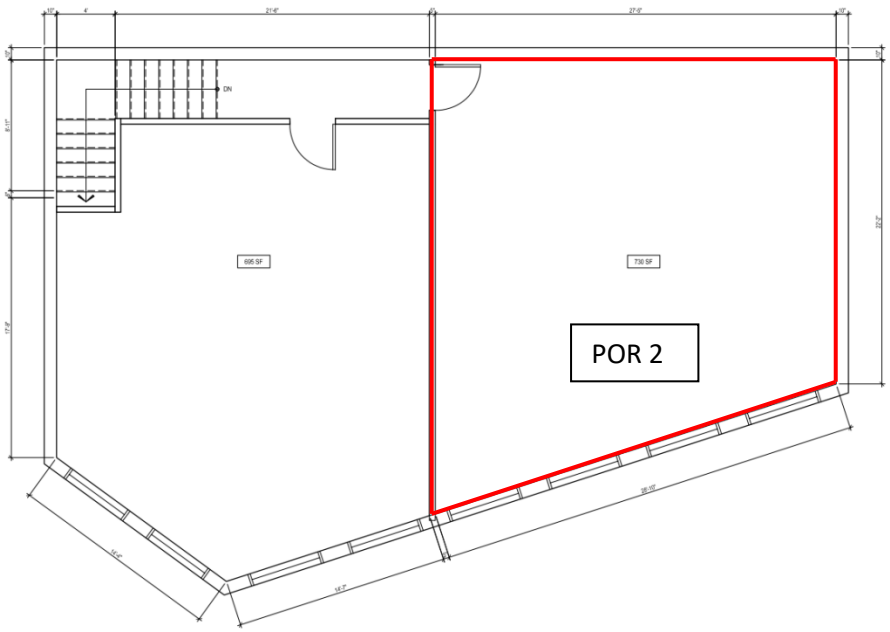


Figure 5.2 – Layout of the second floor indicating POR 2 to Beechwood and furthest from Chapleau

5.2 Required Overall AIF

Using equation (1), the required overall AIF for POR1 (small office) for the envelope is calculated as follows, allowing for the possibility of noise-sensitive uses requiring an indoor level for general offices and reception areas of 50 dBA and of individual or semi-private offices of 45 dBA:

POR 1: Required AIF = 72 (Outside L_{eq}) – 45 (Required Indoor L_{eq}) + 2 = 29 (4)

Thus the minimum required overall AIF for the exterior façade at this location is 29. The number of building components used is two: the exterior wall and the windows on the south façade.

The required overall AIF for POR2 for the envelope is calculated using equation (2) as it is composed of 2 exterior wall components and in this case the indoor requirement is 50 dBA as it is a general office area.

POR 2: Required AIF = 72 (Outside L_{eq}) – 50 (Required Indoor L_{eq}) + $10\log_{10}(2)$ + 2 = 27 (5)

Finally, the required overall AIF for POR 3 is calculated in the same was for POR 2.

POR 3: Required AIF = 72 (Outside L_{eq}) – 50 (Required Indoor L_{eq}) + $10\log_{10}(2)$ + 2 = 27 (6)

In summary, the required AIF at POR 1 is 29 and the required AIF at PORs 2 & 3 is 27.

5.3 Exterior Wall Requirements Based on Minimum AIF

The building exterior at POR1 is made up of a single component, the exterior wall itself. At PORs 2 & 3 the exterior is made up of the wall and window. As shown by Equations (4), (5) and (6), we have calculated that the required overall AIF for the 1-component façade (POR 1) is 29 and 27 for the two component façades (PORs 2 & 3).

In order to determine the minimum required wall composition based on the minimum required We first determine the AIF of the currently designed exterior walls for all PORs, according to Table 6.3 in CMHC "Road and Rail Noise: Effects on Housing".

On the first floor, using a ratio of 130% of wall area to floor area for POR 1, the AIF for the exterior wall, which we have assumed to be sufficiently similar to CMHC wall type EW5, is **45**. The AIF was calculated from CMHC data and wall area to floor area ratios.

As stated in Section 3.3 from the CMHC "Road and Rail Noise: Effect on Housing" document, if the AIF of any component exceeds the minimum required AIF by more than 10, the minimum AIF should be re-calculated with the number of components reduced. This does not apply to POR 1 as the exterior façade only has 1 component, however it will be relevant to PORs 2 & 3.

POR 1: No changes from section 5.2

On the second floor, using a wall area to floor area ratio of 36% for POR 2, the AIF for the exterior wall, which we have assumed to be sufficiently similar to CMHC wall type EW2 is 37. This is much greater than the minimum overall AIF of 27 for POR 2. We can re-calculate the minimum required AIF with a reduced number of components as the exterior wall exceeds the minimum required AIF by more than 10. This is calculated below in Equation (5).

POR 2: Required AIF = 72 (Outside L_{eq}) – 50 (Required Indoor L_{eq}) + 2 = 24 **(5)**

Therefore the new minimum AIF is 24 at POR 2, which will dictate the window requirement.

In the first floor reception area, using a ratio of 60% of wall area to floor area for POR 3, the AIF for the exterior wall, which we have assumed to be sufficiently similar to CMHC wall type EW5, is **49** at POR 3. We can re-calculate the minimum required AIF with a reduced number of components as the exterior wall exceeds the minimum required AIF by more than 10. This is calculated below in Equation (6).

POR 3: Required AIF = 72 (Outside L_{eq}) – 50 (Required Indoor L_{eq}) + 2 = 24 **(6)**

Therefore the new minimum AIF is 27 at POR 3, which will dictate the window requirement. It should be noted that this does not apply to POR 1 as there are no windows in the office and is already a single-component wall.

5.4 Exterior Glazing Requirements Based on Minimum AIF

If the exterior wall envelope is constructed as described above, the minimum AIF values of 24 dictates the overall window construction at POR 2 and POR 3. It should be noted that the exterior wall at POR 1 does not contain windows and is therefore not discussed in this section.

Using ratios of window area to floor area of 13% and 40% for POR 2 and POR 3, and table 6.2 in the CMHC "Road and Rail Noise: Effect on Housing" we recommended a minimum window composition of two 3 mm glass panes separated by a 13 mm airspace. Table 5.2 summarizes our window recommendations in terms of AIF.

	Minimum Required Window Composition				
Location	**Glass Thickness**	**Interplane Spacing**	**Window area to floor area**	**AIF of minimum recommended window composition**	**AIF Requirement**
POR 1 – Small Office	N/A	N/A	0%	N/A	N/A
POR 2 – Large Room	3 mm & 3 mm	13 mm	13%	33	24
POR 3 – Reception	3 mm & 3 mm	13 mm	40%	28	24

Table 5.2 – Glazing analysis for building's exterior wall facing Beechwood Avenue, data taken from CMHC "Road and Rail Noise: Effect on Housing" table 6.2.

5.5 Summary

This summary gives the minimum requirements for exterior building elements for the proposed apartment building at the corner of Chapleau and Beechwood and is based on the most stringent requirements of the AIF analysis above.

Exterior Walls (Section 5.3)

The exterior wall compositions are as follows:

First Floor Ext. Wall Assembly	**Second Floor Ext. Wall Assembly**
-Masonry exterior cladding	-EIFS exterior cladding
-Continuous insulation	-Batt insulation in cavities
-Batt insulation in cavities	-150 mm wood studs
-150 mm wood studs	-13 mm gypsum board
-13 mm gypsum board	

These walls are adequate and exceed the minimum AIF requirements by more than 10 points. Therefore the wall can be considered to be composed of a single component.

Exterior Glazing (Section 5.4)

We recommend the following window composition to meet the minimum AIF requirement of 24 at PORs 2 & 3 with window to floor ratios of 13% and 40% :

- 3 mm pane of glass
- 13 mm airspace
- 3 mm pane of glass

6.0 Conclusion

We have analyzed the traffic noise impact for road sources for the proposed apartment building on the corner of Chapleau and Beechwood. A detailed building component analysis was completed due to sound levels over 55 dBA at the Plane of Window (POW). The minimum wall and window composition requirements were determined and are presented in detail in sections 5.3 and 5.4, and are summarized in section 5.5. Warning clauses for road and rail traffic noise should also be included in the rental agreement for the building. STAMSON calculations have been included in the Appendix.

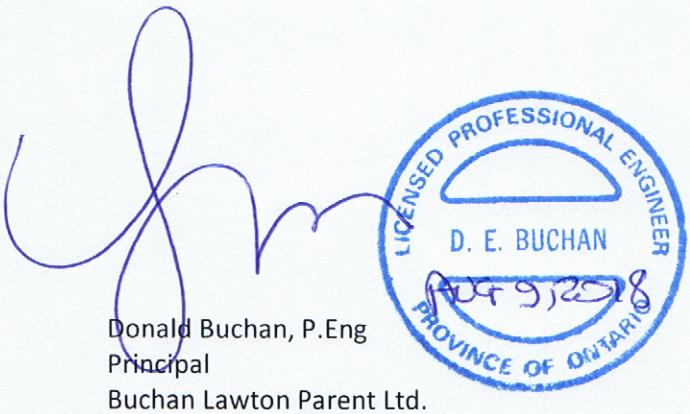
Should you have any questions or comments regarding this report, please do not hesitate to contact us.

Sincerely,

Adrien Amyotte, Ing. Jr.
Acoustic Consultant

Rebecca Sondermeyer
Acoustic Consultant

Approved By:



Donald Buchan, P.Eng
Principal
Buchan Lawton Parent Ltd.

Appendix A
STAMSON Calculations

Description:

STAMSON 5.0 NORMAL REPORT Date: 30-07-2018 16:02:31
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 119beec1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: (day/night)

Car traffic volume : 24288/2112 veh/TimePeriod *
Medium truck volume : 1932/168 veh/TimePeriod *
Heavy truck volume : 1380/120 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 15.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: (day)

Source height = 1.50 m

ROAD (0.00 + 71.49 + 0.00) = 71.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.49	0.00	0.00	0.00	0.00	0.00	0.00	71.49

Segment Leq : 71.49 dBA

Total Leq All Segments: 71.49 dBA

STAMSON 5.0 NORMAL REPORT Date: 30-07-2018 16:03:37
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 119beec2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: (day/night)

Car traffic volume : 24288/2112 veh/TimePeriod *
Medium truck volume : 1932/168 veh/TimePeriod *
Heavy truck volume : 1380/120 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 15.00 m
Receiver height : 4.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: (day)

Source height = 1.50 m

ROAD (0.00 + 71.49 + 0.00) = 71.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.49	0.00	0.00	0.00	0.00	0.00	0.00	71.49

Segment Leq : 71.49 dBA

Total Leq All Segments: 71.49 dBA

STAMSON 5.0 NORMAL REPORT Date: 30-07-2018 16:03:37
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 119beec3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: (day/night)

Car traffic volume : 24288/2112 veh/TimePeriod *
Medium truck volume : 1932/168 veh/TimePeriod *
Heavy truck volume : 1380/120 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 15.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: (day)

Source height = 1.50 m

ROAD (0.00 + 71.49 + 0.00) = 71.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.49	0.00	0.00	0.00	0.00	0.00	0.00	71.49

Segment Leq : 71.49 dBA

Total Leq All Segments: 71.49 dBA