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## Abbott-Fernbank Holdings Inc. Fernbank Crossing – Block 135

### Noise Impact Assessment

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## **Noise Impact Assessment**

**Abbott-Fernbank Holdings Inc.  
Fernbank Crossing – Block 135**



**Prepared by:**

**NOVATECH**

240 Michael Cowpland Drive, Suite 200  
Ottawa, Ontario, K2M 1P6

March 22, 2019

Ref: R-2019-054  
Novatech File No. 117089

March 22, 2019

**BY COURIER**

City of Ottawa  
Planning and Growth Management Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON K1P 1J1

**Attention: Mr. Eric Surprenant,  
Project Manager, Suburban West**

**Reference: Fernbank Crossing Subdivision – Block 135  
Noise Impact Assessment  
Our File No.: 117089**

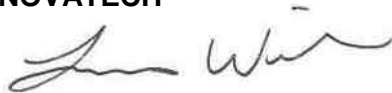
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Please find enclosed three (3) copies of the 'Noise Impact Assessment' for the proposed development of Block 135 in the Fernbank Crossing Subdivision.

Please contact the undersigned with any questions, or if you require additional information.

Sincerely,

**NOVATECH**



Lucas Wilson, P.Eng.  
Project Coordinator

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## 1.0 INTRODUCTION

The Abbott-Fernbank Holdings Inc. (Abbott-Fernbank) Lands are located within the new Fernbank Community on the north side of Fernbank Road, west of Terry Fox Drive. **Figure 1-1** shows the location of the Fernbank Community, the Abbott-Fernbank Lands, and Block 135.

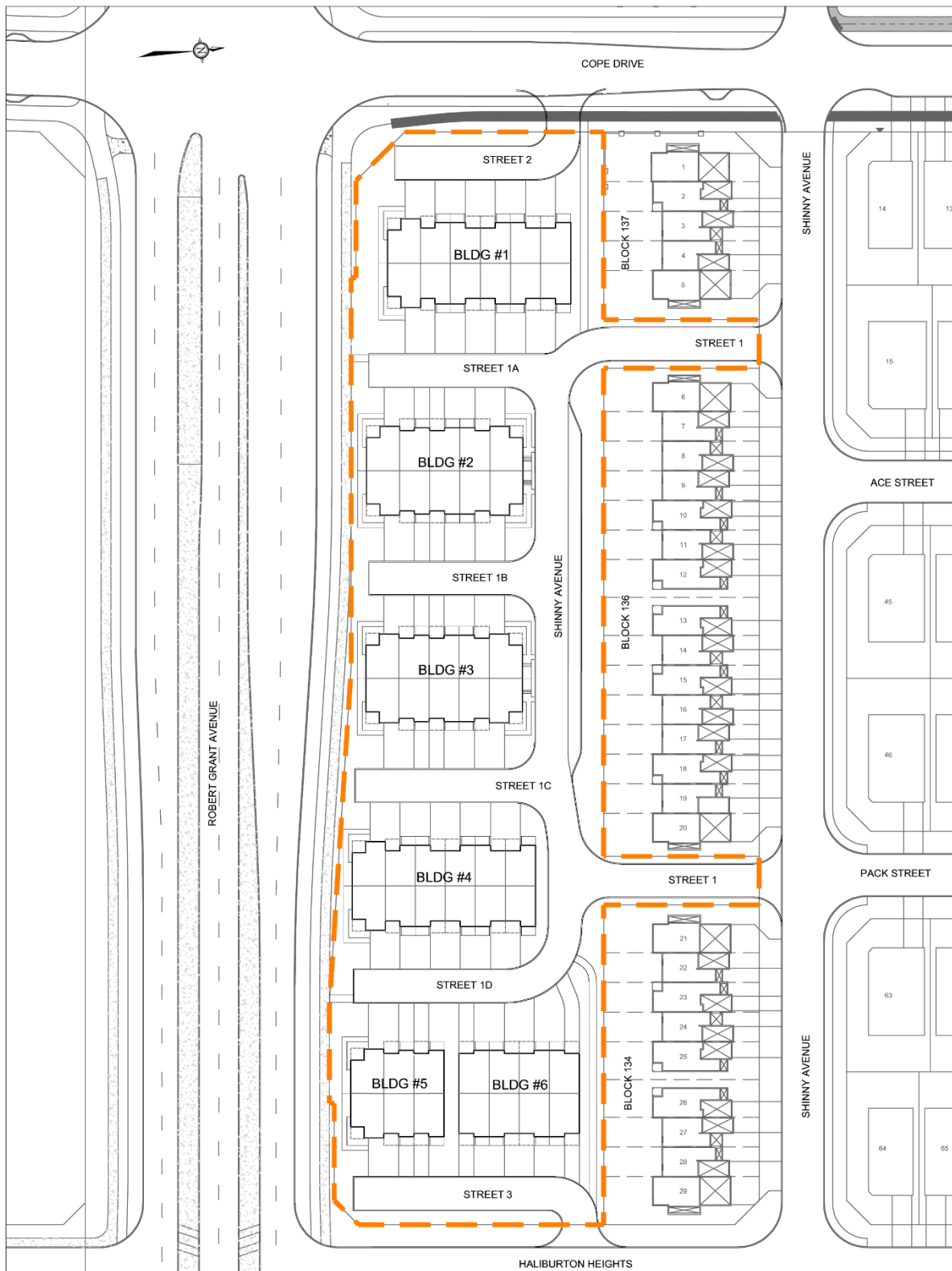


**Figure 1-1 Key Plan**

Block 135 will consist of six back-to-back townhome buildings, two 12-unit buildings, two 10-unit buildings, one 8-unit building and one 6-unit building, as shown in **Figure 1-2**.

The proposed development is approximately 1.26ha and will be bordered by Robert Grant Avenue to the west, Cope Drive to the north, Shiny Avenue to the east and Haliburton Heights to the south.

This report assesses the impacts of sound from vehicular traffic on the proposed development using the Ministry of the Environment (MOE) Stamson 5.0 software and outlines any necessary noise attenuation requirements for compliance with the City of Ottawa Environmental Noise Control Guidelines (ENCG) and the MOE Environmental Noise Guidelines (MOE Publication NPC-300).

**Figure 1-2 Site Plan – Block 135**

## 2.0 CITY OF OTTAWA ENVIRONMENTAL NOISE CONTROL GUIDELINES

### 2.1 Sound Level Criteria

The City of Ottawa is concerned with noise from aircraft, roads, railways and transitways as expressed in the City of Ottawa Official Plan (May 2003). These policies are supported by the Environmental Noise Control Guidelines (ENCG) which is a technical document that outlines the specific sound level criteria. The City of Ottawa's *Environmental Noise Control Guidelines (ENCG)*, January, 2016 and the Ministry of Environment's *Environmental Noise Guidelines, Stationary and Transportation Sources – Approval and Planning, Publication NPC-300* have been used for the purpose of this report. As per Section 2.2 of the City of Ottawa Noise Control Guidelines (2016), unless otherwise noted, developments should be consistent with NPC-300 (MOE publication, 2013).

The areas that must be assessed for acoustic protection include the Outdoor Living Area (OLA) and the Outdoor Plane of Window (POW).

These locations are defined as:

- Outdoor Living Area (OLA):** The Outdoor Living Area is defined as that part of the outdoor amenity area provided for the quiet enjoyment of the outdoor environment during the daytime period. These amenity areas are typically backyards, gardens, terraces, patios and common outdoor living areas. The OLA noise target for traffic noise sources is 55 dBA. This criterion may be exceeded by an amount not greater than 5 dBA, subject to justification and the use of a Warning Clause. The proposed development does not contain any shared amenity space therefore no OLA analysis is required.
- Plane of Window (POW):** The plane of window is defined as the indoor living space where the sound levels will affect the living room area during daytime hours and bedrooms during night time hours. The residential Plane of Window noise target for traffic noise sources is 55 dBA during the day and 50 dBA at night. If this criterion is exceeded, the property may be subject to building component analysis and warning clauses. The ground level contains the garage and will not require analysis. The second level contains the living/dining rooms and will be analysed at 4.5m above grade during daytime hours. The third level contains the bedrooms and will be analysed at 7.5m above grade during night-time hours.

**Table 2-1 City of Ottawa Outdoor Plane of Window Sound Level Criteria**

TIME PERIOD	RECEIVER LOCATION	SOUND LEVEL CRITERIA
Daytime (07:00 - 23:00 hrs)	Plane of Living Room Window	55 dBA
Night time (23:00 - 07:00 hrs)	Plane of Bedroom Window	50 dBA

Compliance with the outdoor sound level criteria generally ensures compliance with the indoor sound level criteria which is summarized below in **Table 2-2**.

**Table 2-2 Indoor Sound Level Criteria**

TIME PERIOD	RECEIVER LOCATION	SOUND LEVEL CRITERIA
Daytime (07:00 - 23:00 hrs)	<b>Living/Dining Rooms of residential dwelling units</b> , hospitals, schools, nursing homes, day-care centres, theatres, places of worship, individual or semiprivate offices, conference rooms etc.	45 dBA
Night Time (23:00 - 07:00 hrs)	<b>Sleeping quarters of residential units</b> , hospitals, nursing homes, senior citizen homes, etc.	40 dBA

## 2.2 Noise Attenuation Requirements

When sound levels are predicted to be less than the specified criteria for daytime and night time conditions, no attenuation measures are required on the part of the proponent. As the noise criteria are exceeded, a combination of attenuation measures is recommended by the City of Ottawa and the MOE to modify the development environment.

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

- Distance setback with soft ground;
- Insertion of noise insensitive land uses between the source and sensitive receptor;
- Orientation of building to provide sheltered zone;
- 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

### 2.2.1 Noise Barrier

Noise barriers should only be used when other noise control measures have been considered, and there is no other alternative. The proposed development does not contain a communal amenity area and as such, there is no need to analyze the Outdoor Living Area.

### 2.2.2 Ventilation Requirements

A forced air heating system with provision for a central air conditioning system is required if the daytime noise levels are between 55 dBA and 60 dBA and/or night time noise levels are between 50 dBA and 60 dBA.

The installation of a central air conditioning system is required when the daytime noise level exceeds 65 dBA and/or night time noise levels exceed 60 dBA.

### 2.2.3 Building Component Assessment

When noise levels exceed 65 dBA (daytime) or 60 dBA (night time) the exterior cladding system of the building envelope must be acoustically assessed to ensure the indoor sound criteria is achieved. This includes analysis of the exterior wall, door, and/or glazing system specifications as appropriate.

The NRC research *Acoustic Insulation Factor: A Rating for the Insulation of Buildings against Noise* (June 1980, JD Quirt) is used to assess the building components and the required acoustic insulation factor (AIF). This method is recognized by the City of Ottawa.

The required AIF is based on the Outside  $L_{eq}$ , Indoor  $L_{eq}$  required, and the number of exterior façade components.

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

Where, N = Number of components (walls, windows and roof);  
L = Sound Level expressed on a common decibel scale.

### **2.2.4 Warning Clauses**

When predicted noise levels exceed the specified criteria, the City of Ottawa and the MOE recommend warning clauses be registered as a notice on title and incorporated into the sales agreements to warn potential purchaser/buyers/tenants of the possible elevated noise levels.

The following typical warning clauses are extracted from Section C8.1 of the MOE NPC-300 document.

#### *Warning Clause Type C*

“This dwelling unit has been designed with the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City’s and the Ministry of the Environment’s noise criteria.”

#### *Warning Clause Type D*

“This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City’s and the Ministry of the Environment’s noise criteria.”

## 2.2.5 Summary of Noise Attenuation Measure Requirements

**Table 2-3** summarizes the noise attenuation measure requirements and warning clauses should sound criteria be exceeded.

**Table 2-3 Outdoor, Ventilation and Warning Clause Requirements (NPC-300)**

Assessment Location	L <sub>eq</sub> (dBA)	Outdoor Control Measures	Indoor Control Measures		Warning Clause
			Ventilation Requirements	Building Components	
Outdoor Living Area (OLA)	Less than 55	None required	N/A	N/A	None required
	Between 55 and 60	Control measures (barriers) may not be required but should be considered	N/A	N/A	Required if resultant L <sub>eq</sub> exceeds 55 dBA Type A
	More than 60	Barriers required	N/A	N/A	Required if resultant L <sub>eq</sub> exceeds 55 dBA Type B
Plane of Living Room Window (POW)	Less than 55	N/A	None Required	None Required	None Required
	Between 55 and 65	N/A	Forced air heating with provision for central air conditioning	None Required	Required Type C
	More Than 65	N/A	Central Air Conditioning	Acoustical performance of the windows and walls should be specified	Required Type D
Plane of Bedroom Window (POW)	Less than 50	N/A	None Required	None Required	None Required
	Between 50 and 60	N/A	Forced air heating with provision for central air conditioning	None Required	Required Type C
	More than 60	N/A	Central Air Conditioning	Acoustical performance of the windows and walls should be specified	Required Type D



### 3.0 NOISE SOURCES

The City of Ottawa Official Plan and Environmental Noise Control Guidelines (ENCG) stipulate that a noise impact assessment is required when a noise sensitive development is within proximity to a surface transportation (road or rail), stationary and aircraft noise sources.

Due to the site location, only roadway noise will be considered. The following distances to roadway noise sources are applicable to the subject site:

- Within 100m from the right-of-way of an existing/proposed arterial/collector;
- Within 100m from the right-of-way of an existing/proposed transitway.

**Figure 3-1** shows the noise sources that have an impact on this development. Robert Grant Avenue (Arterial) and Cope Drive (Major Collector) are located within 100m of the development.

#### 3.1 Robert Grant Avenue (Arterial)

Robert Grant Avenue is currently classified as a 2-Lane Urban Arterial (2-UAU) Roadway in the 2013 Transportation Master Plan. An Annual Average Daily Traffic (AADT) value of 15,000 is specified for this type of road.

For the ultimate design, Robert Grant Avenue will be classified as a 4-Lane Urban Arterial-Divided (4-UAU) Roadway. An Annual Average Daily Traffic (AADT) value of 35,000 is specified for this type of road. The posted speed limit in the area of the proposed development is 60km/h.

As per Table B1 of Appendix B of the ENCG, **Table 3-1** outlines the traffic parameters used to calculate the sound levels for the development.

**Table 3-1 Robert Grant Avenue Noise Parameters**

	Interim	Ultimate
<b>Roadway Classification</b>	2-Lane Urban Arterial	4-Lane Urban Arterial-Divided
<b>Annual Average Daily Traffic (AADT)</b>	15,000 veh/day	35,000 veh/day
<b>Day/Night Split (%)</b>	92/8	92/8
<b>Heavy Trucks (%)</b>	5	5
<b>Medium Trucks (%)</b>	7	7
<b>Posted Speed Limit</b>	60 km/h	60 km/h
<b>Road Gradient</b>	1.0%	1.0%

The ultimate design of Robert Grant Avenue includes a Transitway between the north and southbound lanes. An am peak hour bus volume of 40 veh/h is expected as specified in the Delcan Memorandum dated May 17, 2010 (**Appendix A**). Using the expansion factors provided in **Appendix B**, the am peak hour bus volumes were converted to an equivalent AADT of 482 veh/day. The posted speed limit will be 60 km/h in the area of the proposed development. The Transitway noise parameters are summarized below in **Table 3-2**.

**Table 3-2 Transitway Noise Parameters**

<b>Roadway Classification</b>	Transitway
<b>Annual Average Daily Traffic (AADT)</b>	482 veh/day
<b>Day/Night Split</b>	85/15
<b>Posted Speed Limit</b>	60 km/h
<b>Road Gradient</b>	1.0%

### 3.2 Cope Drive (Major Collector)

Cope Drive is classified as a 2-Lane Major Collector (2-UMCU) Roadway in the 2013 Transportation Master Plan. An Annual Average Daily Traffic (AADT) value of 12,000 is specified for this type of road.

As per Table B1 of Appendix B of the ENCG, **Table 3-3** outlines the traffic parameters used to calculate the sound levels for the development.

**Table 3-3 Cope Drive Noise Parameters**

<b>Roadway Classification</b>	2-Lane Major Collector
<b>Annual Average Daily Traffic (AADT)</b>	12,000 veh/day
<b>Day/Night Split (%)</b>	92/8
<b>Heavy Trucks (%)</b>	5
<b>Medium Trucks (%)</b>	7
<b>Posted Speed Limit</b>	50 km/h
<b>Road Gradient</b>	0.5%

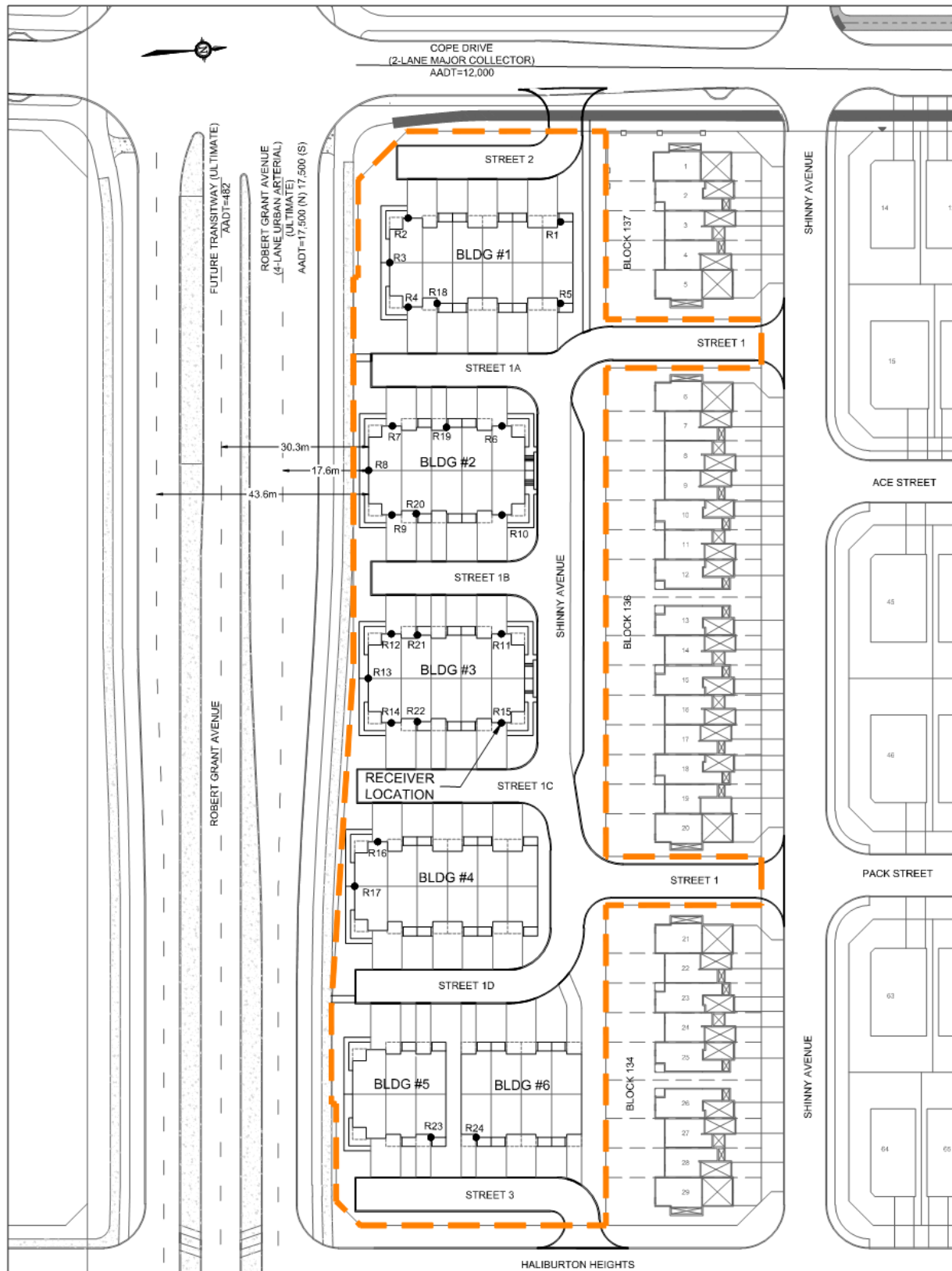


Figure 3-1 Noise Sources

## 4.0 NOISE LEVEL PREDICTIONS

### 4.1 Modeling

Noise levels are calculated using the STAMSON computer program, version 5.03. Road data is input into the program as applicable, whereupon the program calculates an A-weighted 16 hour  $L_{eq}$  noise level for the daytime and an 8 hour  $L_{eq}$  noise level for the night time. The results of these computer calculations are presented in **Appendix B** and summarized in **Table 4-1** and **Table 4-2**.

**Table 4-1 POW Noise Level Summary**

LOCATION	PLANE OF WINDOW (POW) NOISE LEVEL – $L_{eq}$ - (dBA)	
	DAYTIME	NIGHT TIME
R1	67.27	59.76
R2	69.01	61.51
R3	71.15	63.69
R4	67.24	59.83
R5	60.19	52.93
R6	63.88	56.40
R7	68.23	60.77
R8	71.73	64.27
R9	67.73	60.30
R10	62.11	54.74
R11	62.07	54.65
R12	67.22	59.77
R13	71.57	64.13
R14	67.70	60.25
R15	61.76	54.33
R16	67.94	60.49
R17	72.07	64.61
R18	64.96	57.56
R19	65.84	58.38
R20	65.89	58.45
R21	65.85	58.39
R22	65.46	58.02
R23	65.60	58.16
R24	63.92	56.49

## 4.2 Indoor Control Measures

Warning clauses are required on title relating to the requirement of forced air heating with provision for central air conditioning and required central air conditioning.

Units requiring forced air heating with provision for central air conditioning and associated warning clause Type C are identified below in **Figure 5-1**.

Typical wording for Type C warning clause: “This dwelling unit has been designed with the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City’s and the Ministry of the Environment’s noise criteria.”

Units requiring central air conditioning and associated warning clause Type D are identified below in **Figure 5-1**.

Typical wording for Type D warning clause: “This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor noise levels are within the City’s and the Ministry of the Environment’s noise criteria.”

## 4.3 Building Component Assessment

### 4.3.1 Units Facing Robert Grant Avenue

Sound levels at building faces fronting onto Robert Grant Avenue range from 71.15 dBA daytime and 63.69 dBA night-time at R3 to 72.07 dBA daytime and 64.61 dBA night-time at R17. All sound levels are above the 65 dBA (daytime) and 60 dBA (night-time) allowances therefore, an analysis of the cladding system is warranted. To comply with the ENCG policies, the building envelope will require a minimum AIF rating to provide the indoor noise levels as shown above in **Table 2-2**. Compliance at the worst-case receiver points will demonstrate compliance for all locations.

The acoustical insulation factor for residential living rooms and bedrooms with three building components are calculated as follows:

R13 (Buildings 1 and 3):

Daytime:  $AIF = 71.57 \text{ dBA} - 45 \text{ dBA} + 10\log(3) \text{ dBA} + 2 \text{ dBA} = 33$

Night-time:  $AIF = 64.13 \text{ dBA} - 40 \text{ dBA} + 10\log(3) \text{ dBA} + 2 \text{ dBA} = 31$

R17 (Buildings 2, 4 and 5):

Daytime:  $AIF = 72.07 \text{ dBA} - 45 \text{ dBA} + 10\log(3) \text{ dBA} + 2 \text{ dBA} = 34$

Night-time:  $AIF = 64.61 \text{ dBA} - 40 \text{ dBA} + 10\log(3) \text{ dBA} + 2 \text{ dBA} = 31$

#### Buildings 1 and 3

To comply with the ENCG policies, the building components facing Robert Grant Avenue at buildings 1 and 3 will require a minimum AIF rating of 33 for living rooms in the 2<sup>nd</sup> level and a minimum AIF of 31 for bedrooms in the 3<sup>rd</sup> level to provide the appropriate indoor noise levels. Presented below are recommended building materials that provide the required AIF rating. These building materials are only suggestions and can be substituted with equivalent building materials that meet or exceed the AIF rating.

The living rooms facing Robert Grant have an exterior wall to interior floor area of 50% and a window-to-floor area ratio of 25%. A wall with type EW1 composition (refer to **Appendix C** for applicable worksheets) has an AIF of 34 with an exterior wall to interior floor area of 50%; requiring an AIF of 33 for windows installed along the second level in order to meet the minimum requirements. If resilient clips are used the sound level redistribution worksheet suggests a wall with type EW1R (AIF 43) components provides sufficient acoustical mitigation that a window component with an AIF of 31 would comply with the ENCG indoor noise policy for windows installed along the second level.

The bedrooms have an exterior wall to interior floor area of 75% and have no windows facing Robert Grant Avenue. A wall with type EW1 composition has an AIF of 32, meeting the minimum requirements.

When the exterior facade has been finalized, the tables in **Appendix C** shall be referenced to ensure that the selected building components exceed the minimum AIF rating.

#### Buildings 2, 4 and 5

To comply with the ENCG policies, the building components facing Robert Grant Avenue at buildings 2, 4 and 5 will require a minimum AIF rating of 34 for living rooms in the 2<sup>nd</sup> level and a minimum AIF of 31 for bedrooms in the 3<sup>rd</sup> level to provide the appropriate indoor noise levels. Presented below are recommended building materials that provide the required AIF rating. These building materials are only suggestions and can be substituted with equivalent building materials that meet or exceed the AIF rating.

The living rooms facing Robert Grant have an exterior wall to interior floor area of 50% and a window-to-floor area ratio of 25%. A wall with type EW1 composition (refer to **Appendix C** for applicable worksheets) has an AIF of 34 with an exterior wall to interior floor area of 50%; requiring an AIF of 34 for windows installed along the second level in order to meet the minimum requirements. If resilient clips are used the sound level redistribution worksheet suggests a wall with type EW1R (AIF 43) components provides sufficient acoustical mitigation that a window component with an AIF of 32 would comply with the ENCG indoor noise policy for windows installed along the second level.

The bedrooms have an exterior wall to interior floor area of 75% and have no windows facing Robert Grant Avenue. A wall with type EW1 composition has an AIF of 32, meeting the minimum requirements.

When the exterior facade has been finalized, the tables in **Appendix C** shall be referenced to ensure that the selected building components exceed the minimum AIF rating.

#### **4.3.2 Units Facing Cope Drive**

Sound levels at building faces fronting onto Cope Drive range from 67.27 dBA daytime and 59.76 dBA night-time at R1 to 69.01 dBA daytime and 61.51 dBA night-time at R2. All sound levels are above the 65 dBA (daytime) and 60 dBA (night-time) allowances therefore, an analysis of the cladding system is warranted.

To comply with the ENCG policies, the building envelope will require a minimum AIF rating to provide the indoor noise levels as shown above in **Table 2-2**. Compliance at the worst-case receiver points will demonstrate compliance for all locations.

The acoustical insulation factor for residential living rooms and bedrooms with three building components are calculated as follows:

Daytime (R2):  $AIF = 69.01 \text{ dBA} - 45 \text{ dBA} + 10\log(3) \text{ dBA} + 2 \text{ dBA} = 31$

Night-time (R2):  $AIF = 61.51 \text{ dBA} - 40 \text{ dBA} + 10\log(3) \text{ dBA} + 2 \text{ dBA} = 28$

To comply with the ENCG policies, the building components facing Cope Drive will require a minimum AIF rating of 31 for living rooms in the 2<sup>nd</sup> level and a minimum AIF of 28 for bedrooms in the 3<sup>rd</sup> level to provide the appropriate indoor noise levels. Presented below are recommended building materials that provide the required AIF rating. These building materials are only suggestions and can be substituted with equivalent building materials that meet or exceed the AIF rating.

The living rooms facing Cope Drive have an exterior wall to interior floor area of 77% and a window-to-floor area ratio of 25%. A wall with type EW1 composition (refer to **Appendix C** for applicable worksheets) has an AIF of 32 with an exterior wall to interior floor area of 80%; requiring an AIF of 31 for windows installed along the second level in order to meet the minimum requirements.

The typical bedroom facing Cope Drive has an exterior wall to interior floor area of 70% and a window-to-floor area ratio of 25%. A wall with type EW1 composition (refer to **Appendix C** for applicable worksheets) has an AIF of 32 with an exterior wall to interior floor area of 80%. The sound level redistribution worksheet suggests the EW1 wall components provides sufficient acoustical mitigation that a window component with an AIF of 26 would comply with the ENCG indoor noise policy for windows installed along the third level.

When the exterior facade has been finalized, the tables in **Appendix C** shall be referenced to ensure that the selected building components exceed the minimum AIF rating.

#### **4.3.3 Internal Units**

The worst-case sound level at internal building faces is located at R7 (Building 2) and is 68.23 dBA daytime and 60.77 dBA night-time. The sound levels are above the 65 dBA (daytime) and 60 dBA (night-time) allowances therefore, an analysis of the cladding system is warranted. To comply with the ENCG policies, the building envelope will require a minimum AIF rating to provide the indoor noise levels as shown above in **Table 2-2**. Compliance at the worst-case receiver points will demonstrate compliance for all locations.

The acoustical insulation factor for residential living rooms and bedrooms with three building components are calculated as follows:

Daytime (R7):  $AIF = 68.23 \text{ dBA} - 45 \text{ dBA} + 10\log(3) \text{ dBA} + 2 \text{ dBA} = 30$

Night-time (R7):  $AIF = 60.77 \text{ dBA} - 40 \text{ dBA} + 10\log(3) \text{ dBA} + 2 \text{ dBA} = 28$

To comply with the ENCG policies, the internal building components will require a minimum AIF rating of 30 for living rooms in the 2<sup>nd</sup> level and a minimum AIF of 28 for bedrooms in the 3<sup>rd</sup> level to provide the appropriate indoor noise levels. Presented below are recommended building materials that provide the required AIF rating. These building materials are only suggestions and can be substituted with equivalent building materials that meet or exceed the AIF rating.



The typical living room has an exterior wall to interior floor area of 57% and a window-to-floor area ratio of 22%. A wall with type EW1 composition (refer to **Appendix C** for applicable worksheets) has an AIF of 33 with an exterior wall to interior floor area of 63%; requiring an AIF of 28 for windows installed along the second level in order to meet the minimum requirements.

The typical internal bedroom has an exterior wall to interior floor area of 70% and a window-to-floor area ratio of 32%. A wall with type EW1 composition (refer to **Appendix C** for applicable worksheets) has an AIF of 32 with an exterior wall to interior floor area of 80%; requiring an AIF of 26 for windows installed along the third level in order to meet the minimum requirements.

When the exterior facade has been finalized, the tables in **Appendix C** shall be referenced to ensure that the selected building components exceed the minimum AIF rating.

## 5.0 CONCLUSIONS AND RECOMMENDATIONS

To meet the requirements for compliance with the City of Ottawa Environmental Noise Control Guidelines and the MOE Environmental Noise Guideline the following measures are required.

### Indoor Control Measures

All units that require warning clause Type C or Type D are described below and presented in **Figure 5-1**.

- Type C: Units 7 to 11, 16 to 20, 25 to 30, 35 to 42 and 47 to 55
- Type D: Units 1 to 6, 12 to 15, 21 to 24, 31 to 34, 43 to 46 and 56 to 58

### Building Component Assessment

- Units facing Robert Grant Avenue at Buildings 1 and 3 require an AIF of 33 along the 2<sup>nd</sup> level and an AIF of 31 along the 3<sup>rd</sup> level to comply with the ENCG indoor noise policy.
- Units facing Robert Grant Avenue at Buildings 2, 4 and 5 require an AIF of 34 along the 2<sup>nd</sup> level and an AIF of 31 along the 3<sup>rd</sup> level to comply with the ENCG indoor noise policy.
- Units facing Cope Drive Require an AIF of 31 along the 2<sup>nd</sup> level and an AIF of 28 along the 3<sup>rd</sup> level to comply with the ENCG indoor noise policy.
- Internal units require an AIF of 30 along the 2<sup>nd</sup> level and an AIF of 28 along the 3<sup>rd</sup> level to comply with the ENCG indoor noise policy.

### Warning Clauses

Warning clauses are to be placed on title and in the purchase and sale agreements as indicated above and in **Figure 5-1**. The following typical warning clauses are extracted from Section C8.1 of the MOE NPC-300 document.

#### Warning Clause Type 'C'

"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City's and the Ministry of the Environment's noise criteria."

#### Warning Clause Type 'D'

"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City's and the Ministry of the Environment's noise criteria."



Figure 5-1 Construction Requirements and Warning Clauses

If you have any questions or comments with regards to this report, please do not hesitate to contact the undersigned.

Respectfully issued,

**NOVATECH**

Prepared By:



Lucas Wilson, P.Eng.  
Project Coordinator

Reviewed By:



Mark Bissett, P.Eng.  
Senior Project Manager

**APPENDIX A**

**Delcan Memorandum (May 17, 2010)**

## Memorandum

To: File  
Project: TO3065TOE00

Date: May 17, 2010  
From: Brendan Reid

Re: West Transitway: Terry Fox Drive to Fernbank Road Projected Transit and Traffic Volumes at Hazeldean and Maple Grove/N-S Arterial Intersections

### 1.0 PURPOSE

The purpose of this memo to file is to provide projected bus volumes for those sections of the West Transitway within Kanata West and the Fernbank Community (Terry Fox Drive to Fernbank Road) as well as projected traffic volumes at the intersections of Hazeldean and Maple Grove Roads with the North-South Arterial.

The combination of peak hour bus and traffic volumes at these two intersections will assist in the decision regarding the need/timing of grade-separation of the transitway at Hazeldean/Maple Grove in conjunction with the phasing of the N-S Arterial and the build-out of the Kanata West and Fernbank Communities up to 2031.

### 2.0 TRANSIT RIDERSHIP/BUS VOLUME PROJECTIONS

#### a. *Terry Fox Screenline*

The Terry Fox Screenline which extends from Richardson Side Road to Flewellyn Road immediately west of Terry Fox Drive can be utilized to provide an estimate of the likely maximum transit ridership/bus volumes on the West Transitway within Kanata West, representing the aggregated ridership from Kanata West, Fernbank and Stittsville.

In conjunction with the 2008 update of the City's Official Plan, the projected peak hour data at the Terry Fox Screenline emanating from the City's TRANS Model was as follows:

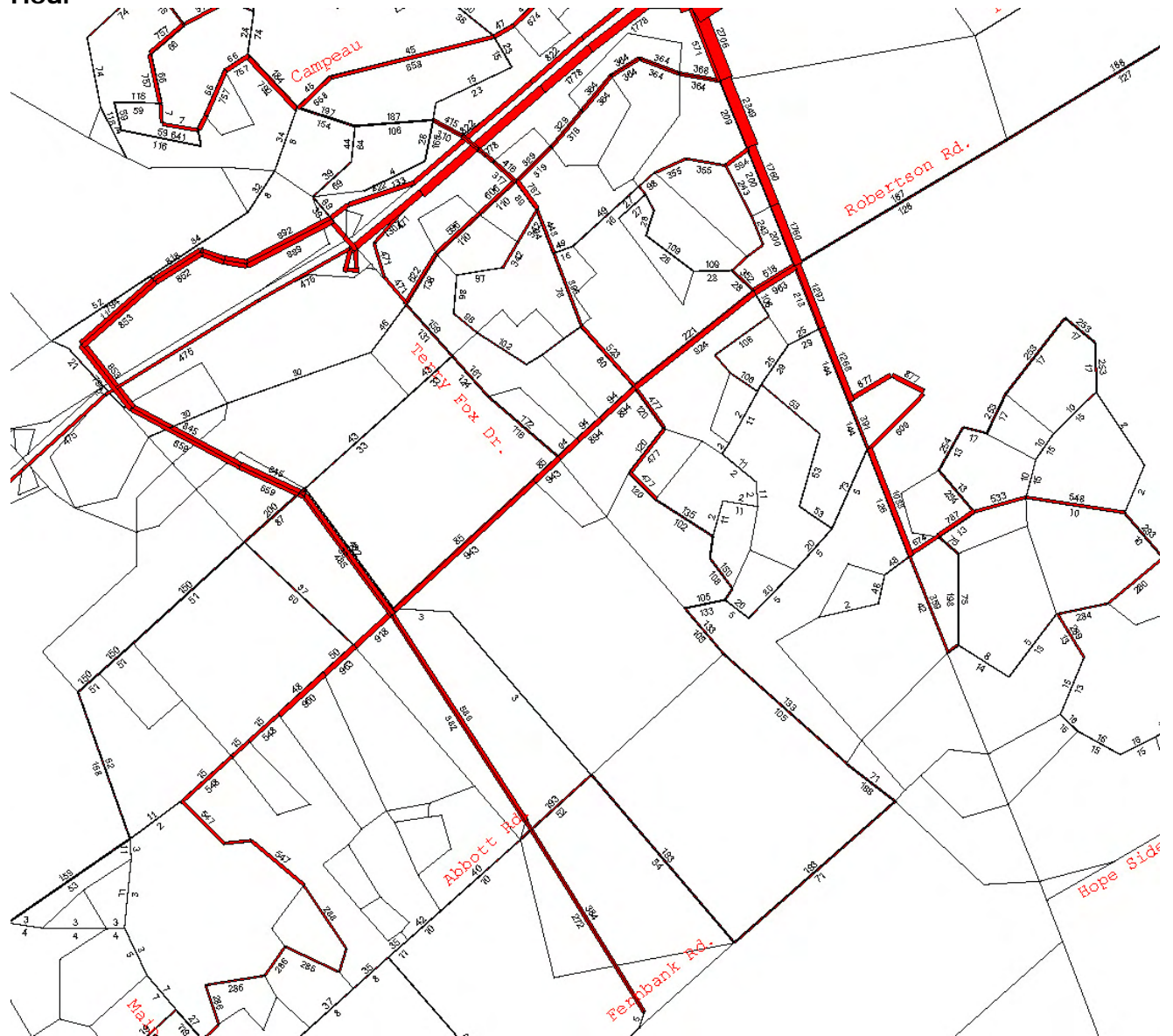
<u>Transit Trips</u>	<u>Auto Trips</u>	<u>Total Trips (peak hour)</u>	<u>Modal Split</u>
2,400	9,300	11,700	21%

As the projected total peak hour transit trips represent the combined transit ridership on both the West Transitway and arterial roads crossing the screenline it can be assumed to represent a maximum likely ridership to be achieved by 2031.

Based on an average bus ridership of 50 ppv, it therefore represents an upper potential limit of approximately 48 buses/hr in the peak direction.

Attached at Figure 1 is a print-out of the transit trip assignment to the assumed network (transitway + arterials) within Kanata West/Fernbank resulting from the TRANS Model at 2031:

**Figure 1: West Transitway TRANS Assignment: 2031 Passenger Volumes: AM Peak Hour**





A few issues are worthy of note:

- The peak hour ridership on the West Transitway north of Highway 417 is approximately 900 pph in the peak direction;
- More transit riders, approximately 950 pph in the peak direction, have been assigned to Hazeldean Road across the Terry Fox Screenline; and
- Sundry person trip volumes have been assigned during the a.m. peak, to the east-west arterial/collector network including Fernbank Road ( $\pm 70$  pph), Abbott Street ( $\pm 50$  pph), Maple Grove Road ( $\pm 30$  vph) and Campeau Drive ( $\pm 10$  pph).

As it is likely that not all transit routes will join the West Transitway at all the arterial/collector intersections, but will continue to operate on the road network to some extent as assigned, the daily maximum number of potential riders on the West Transitway will likely fall somewhere between 2400 pph and 900 pph, potentially considerably less than 1 bus per minute in the peak direction.

**b. Hazeldean South Screenline**

The Terry Fox Screenline analysis captures the full impact of the proposed urban development west of Kanata, i.e., Kanata West, Fernbank and Stittsville.

Peak hour ridership can be assumed to increase/decrease during the relevant peaks within Kanata West and the analysis of the likely ridership in the vicinity of Hazeldean Road can be assumed to represent the potential separation of the impact of Kanata West from that of Fernbank/Stittsville. The Hazeldean South Screenline which parallels Hazeldean Road captures trip making by the Fernbank development with some Stittsville influence.

As shown on Figure 1, the projected peak hour transit ridership on the West Transitway south of Hazeldean Road is approximately 600 pph with a greater number,  $\pm 950$  pph assigned to the Hazeldean Road corridor and with minor east-west transit volumes assigned to Abbott Street and Fernbank Road.

Depending on the eventual routing adopted by OC Transpo, the projected 600 pph, representing bus volumes of approximately 12 to 15, could be assumed to represent a lower limit to potential ridership on the West Transitway in the vicinity of Hazeldean Road.

As it is likely that transit routes serving Stittsville will access the West Transitway by the Fernbank, Abbott and/or Hazeldean corridors, it is reasonable to assume that the potential transit ridership south of Hazeldean could be considerably more than 600 pph.

Assuming that  $2/3^{\text{rd}}$  of the Hazeldean/Abbott/Fernbank ridership were to transfer to the West Transitway south of Hazeldean, results in a potential transit ridership of approximately 1300 pph representing a vehicle volume of 25 to 30 buses per hour/direction.

**c. West Transitway Ridership Projection at Hazeldean Road: First Principles**

The location of the West Transitway south of Hazeldean Road within the Fernbank Community will primarily capture transit riders generated ultimately from the 10,700 dwelling units assumed in the Fernbank CDP.

At build-out ( $\pm 2031$ ), the 10,700 dwelling units could generate the following range of transit ridership/vehicles crossing the Hazeldean South screenline (immediately south of Hazeldean Road) based on the following assumptions:

- 1.1 person trips/dwelling units during peak hour
- 65%/35% directional split
- 90% trips to/from north/east
- 85% trips out of the Fernbank Community

Applying the above to the 10,700 dwelling units results in a peak hour, peak directional, trip total of 5850 person trips ( $10,700 \times 1.1 \times 0.65 \times 0.9 \times 0.85$ ).

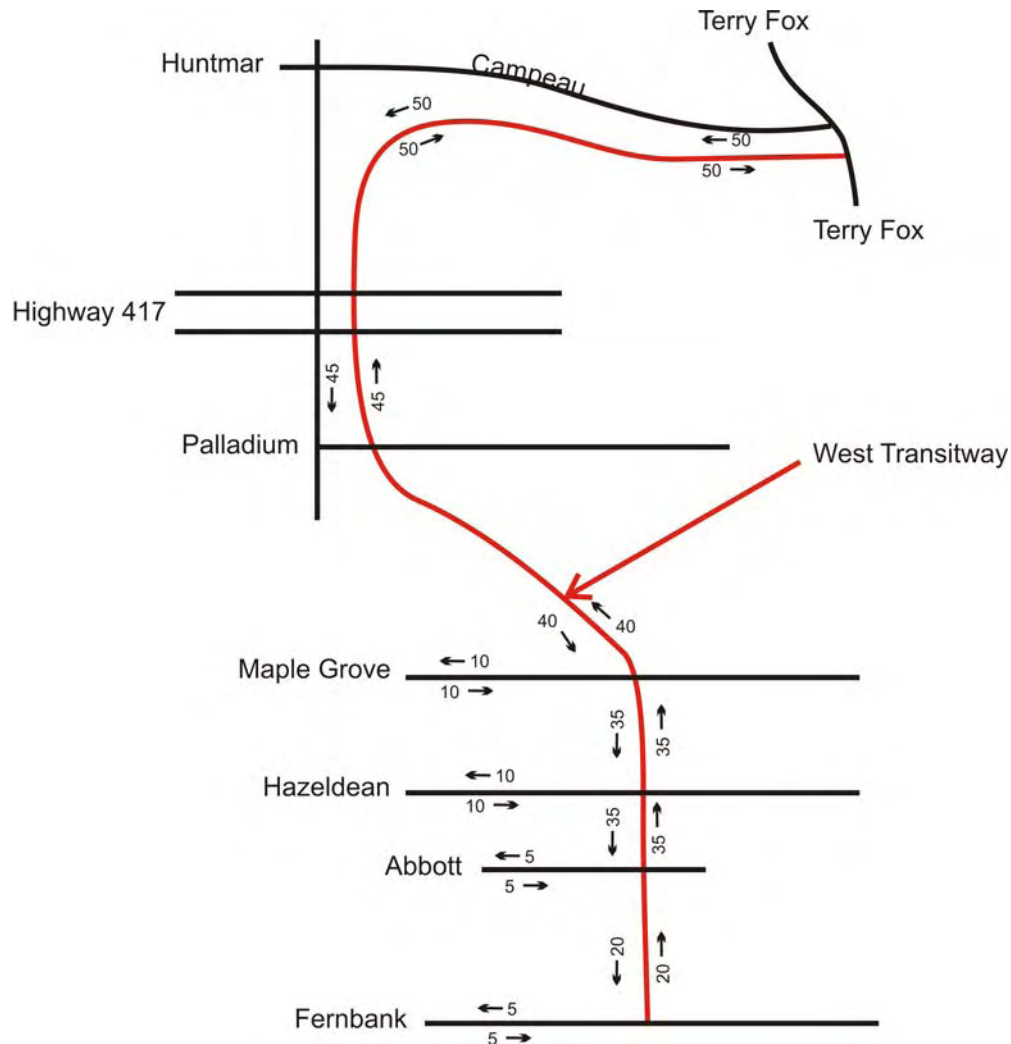
Depending on the resultant transit modal split (TMS), the following potential transitway ridership and vehicle totals result.

<u>TMS</u>	<u>Transit Trips</u>	<u>Transit Vehicles: Peak Direction</u>
15%	880	18 vph
20%	1170	24 vph
25%	1460	29 vph

Consequently, based on first principles, the potential number of buses crossing the Hazeldean South screenline within the Fernbank Community would be within the range of 18 vph to 29 vph. To this volume can be added potential routes to/from Stittsville that would operate on Abbott/Fernbank. These ultimate volumes, assumed at 5 buses/hour each, would add a further 10 buses/direction at the Hazeldean South screenline resulting in a potential total within the range 28 to 39 buses/hour.

### **3.0 RECOMMENDED BUS VOLUME PROJECTIONS**

From the above, it would appear that a reasonably safe assumption of likely bus vehicle volumes on the Western Transitway by 2031 would be within the range 35 vph south of Hazeldean Road increasing to 50 vph west of Terry Fox Drive. Based on these assumptions and the possible routing within Kanata West/Fernbank to serve the ultimate development of these communities, depicted on Figure 2 are assumed a.m. peak hour flows on the Western Transitway from Fernbank Road to Terry Fox Drive, by 2031.

**Figure 2: Projected Peak Hour Bus Volumes: West Transitway: 2031****Fernbank Road to Terry Fox Drive****4.0 TRAFFIC PROJECTIONS AT HAZELDEAN ROAD/NORTH-SOUTH ARTERIAL**

The four-laning of Hazeldean Road from Terry Fox Drive to Carp Road is now underway and the City's TMP has identified the following phasing for the proposed North-South Arterial.

- 2 lanes: Hazeldean to Fernbank: 2016 – 2022
- 4 lanes: Palladium Drive to Fernbank: 2023 – 2031

However, as it has been accepted as a condition of Fernbank development, the construction of a two-lane North-South Arterial from Hazeldean to Fernbank could occur much earlier than 2016. It is also noteworthy that the Fernbank TMP identified the need only for a 2-lane arterial up to 2031, south of Hazeldean Road.

Based on the above arterial road schedule and the possible early implementation of priority transit facilities to serve the ongoing Kanata West/Fernbank development over the next 20 years, it is considered pertinent to address the need/timing of grade separation of the West Transitway with Hazeldean Road within the North-South Arterial corridor, particularly in view of the projected bus volumes well below one per minute.

Therefore, a number of potential phasing scenarios have been analyzed representing the following general assumptions/timing.

**Scenario 1:**

- Hazeldean Road: 4 lane arterial
- N-S Arterial: 4 lane arterial north/south of Hazeldean
- Transit Priority: Transitway in median of N-S Arterial

This might be assumed to apply post 2031.

**Scenario 2:**

- Hazeldean Road: 4 lane arterial
- N-S Arterial: 4 lanes north of Hazeldean  
2 lanes south of Hazeldean
- Transit Priority: As with Scenario 1

This might be assumed to apply to  $\pm 2031$ .

**Scenario 3:**

- Hazeldean Road: 4 lane arterial
- N-S Arterial: 2 lanes north/south of Hazeldean (Palladium to Fernbank)
- Transit Priority: Through the arterial intersection

This might be assumed to apply to  $\pm 2023$ .

**Scenario 1:**

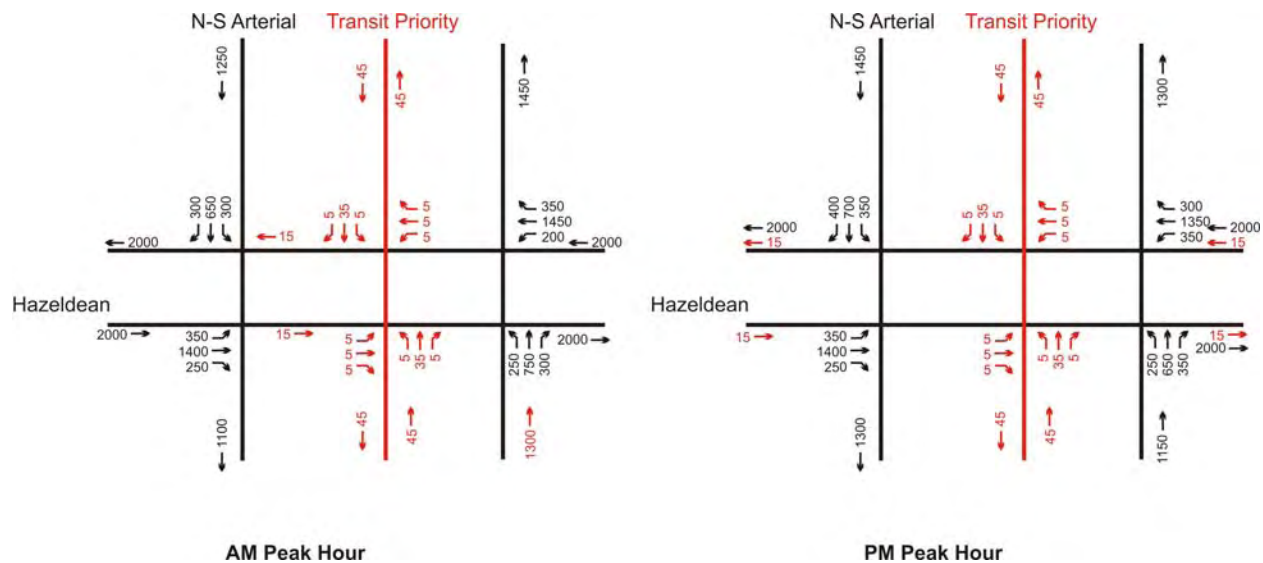
- Hazeldean Road: 4 lane arterial
- N-S Arterial: 2 lane arterial Hazeldean to Fernbank  
(condition of Fernbank CDP approval)
- Transit Priority: As with Scenario 3

This might be assumed to apply for the next 10 years to approximately 2020.

**4.1 Scenario 1**

On Figure 3 are depicted the projected peak hour traffic volumes post 2031 when the N-S Arterial is completed as a 4-lane arterial south of Hazeldean Road and further development is occurring within the Fernbank Community.

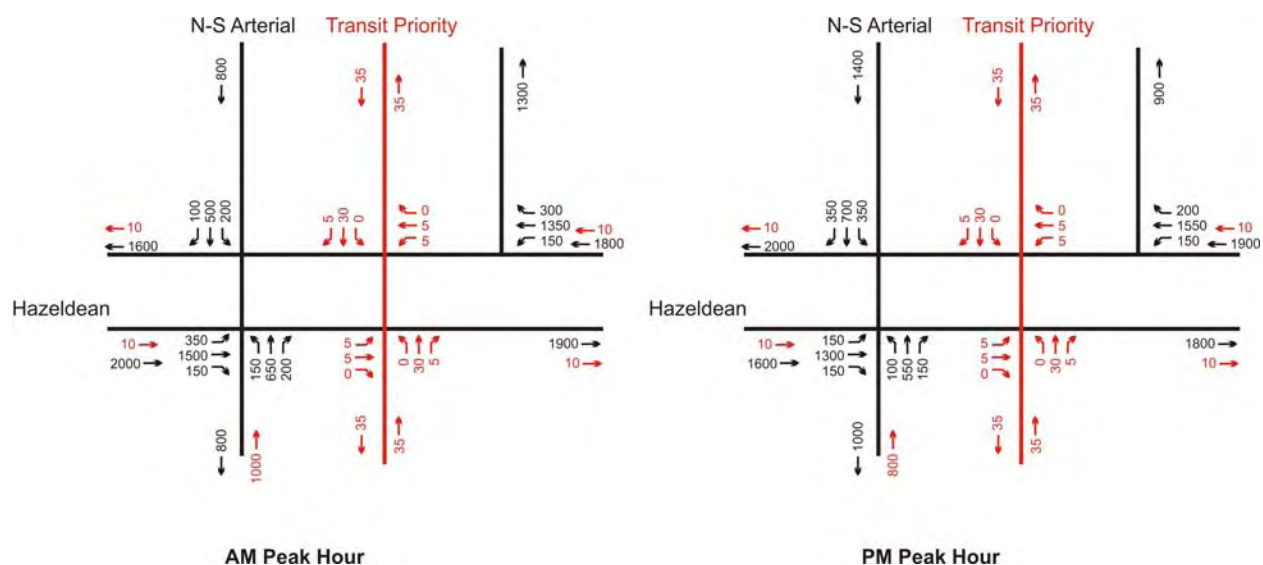
By this time bus volumes of 45 per hour are assumed operating on the Western Transitway at Hazeldean Road.

**Figure 3: Projected Peak Hour Traffic Volumes: Post 2031: pcus/buses**

#### 4.2 Scenario 2

Depicted on Figure 4 are the projected peak hour traffic and bus volumes that are assumed to apply up to approximately 2031 following the completion of the 4-laning of the N-S Arterial north of Hazeldean Road, but remaining as a 2-lane roadway south of Hazeldean Road within the Fernbank development. Hazeldean Road is assumed to be operating at capacity as a 4-lane arterial (4 UAD).

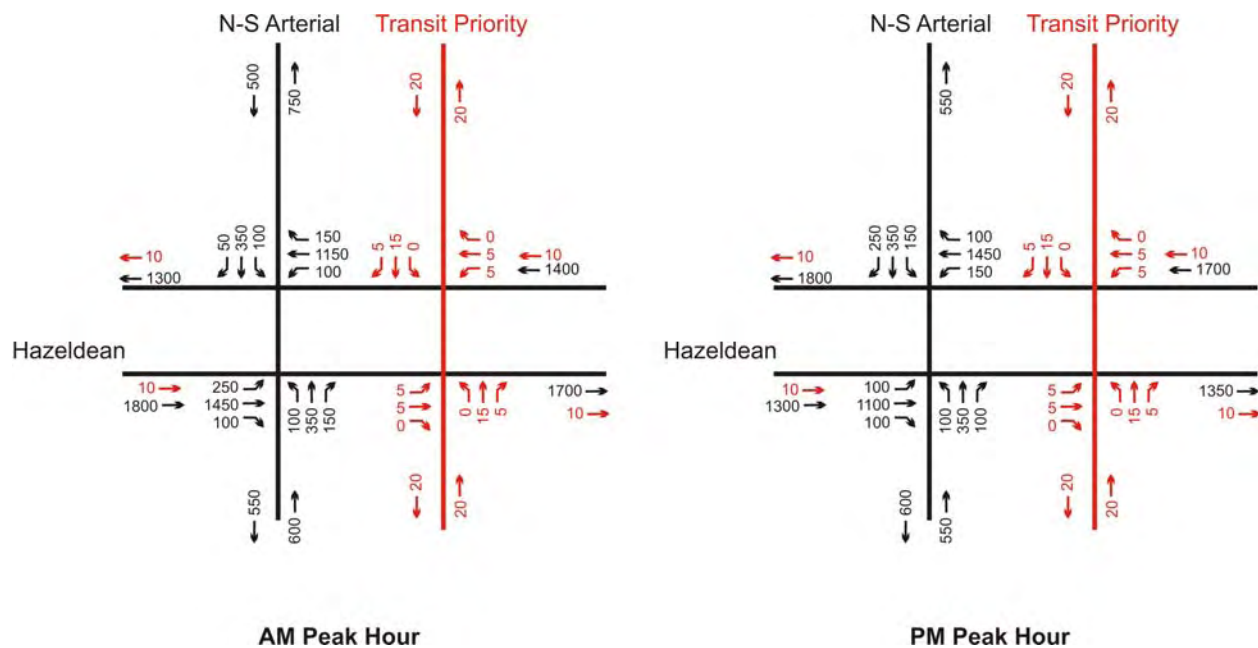
By this time, bus volumes are projected to have reached approximately 35 buses/hour in the vicinity of Hazeldean Road as the Fernbank Community approaches build-out.

**Figure 4: N-S Arterial Projected Peak Hour Traffic: ±2031: pcus/buses**

### 4.3 Scenario 3

Depicted on Figure 5 are the projected peak hour traffic and bus volumes that are assumed to apply up to approximately 2023 following the extension of the N-S Arterial as a 2-lane roadway north of Hazeldean Road to Palladium Drive.

**Figure 5: Projected Peak Hour Traffic Volumes:  $\pm 2023$ : pcus/buses**



### 4.4 Scenario 4

The recently completed Trinity TIS has projected afternoon peak hour volumes within the range of 1500 vph to 1700 vph eastbound and 1800 vph to 1600 vph westbound on that part of Hazeldean Road between Iber Road and Terry Fox Drive by the completion of Phase 3 of the Trinity Retail development – 2013.

Based on these projections and the fact that beyond 2013 there will be the addition of the Fernbank Development, both retail and residential, as well as the continuing impact of Kanata West Development, it is considered very likely that by approximately 2020 when Scenario 4 is considered to apply, that Hazeldean Road will be operating at or near the capacity of a 4 UAD, during peak hours.

By this time, a 2-lane N-S Arterial is assumed to be in place between Fernbank Road and Hazeldean Road serving the ongoing Fernbank development.

By 2020, it is also assumed that approximately 50% of the Fernbank development could be in place representing the eastern part of the project with a total of approximately 5000 dwelling units and additional retail/office development along Hazeldean Road.

Based on the likely distribution of afternoon peak hour traffic at build-out of Fernbank (Table 8.2 Fernbank CDP), it is assumed that by 2020 the peak hour peak directional

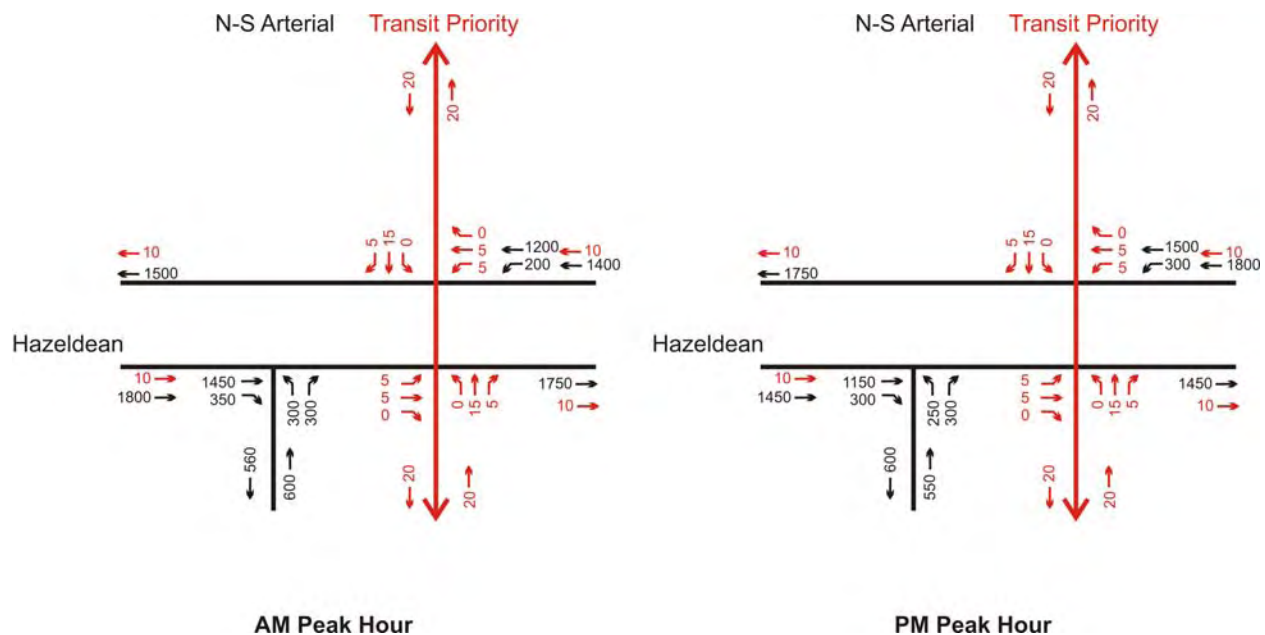


volume on the N-S Arterial south of Hazeldean Road will be approximately 600 pcus/hr generated by approximately half the Fernbank development.

By 2020 it is also assumed that transit volumes south of Hazeldean Road will have reached a total of 20 buses/hr with peak hour routes accessing the transitway at Fernbank Road, Abbott Street and Hazeldean Road.

Depicted on Figure 6 are the projected traffic volumes reflecting the above assumptions.

**Figure 6: Peak Hour Traffic/Transit ±2020: pcus/buses**



## 5.0 INTERSECTION OPERATIONS

The peak hour operation of the Hazeldean/N-S Arterial intersection has been evaluated using SYNCHRO, applied to the projected traffic volumes that have been depicted on Figures 3 to 6 above. The intersection has been analyzed to determine if there were any spare capacity (i.e., green time) available that could be given over to transit vehicle volumes in order to have transit operate through the intersection with an acceptable level of priority, without seriously impacting the operation of the intersection for general traffic. Were spare capacity available, it was assumed that an at-grade solution for transit and could be recommended, this avoiding/postponing the cost of a grade separated transit solution.

### 5.1 Summary of Findings

#### a. Scenarios 1 and 2

- Both these scenarios, based on the fully developed intersection of two-4 lane divided arterials (4 UAD) would operate at very poor levels of service during both morning and afternoon peaks leaving no opportunity for the operation of at-grade transit with some measure of transit priority;
- Approaching the horizon year of the Official Plan, 2031, it is therefore concluded that grade separation of the transitway would be required;



**b. Scenario 3**

- Based on the construction of the intersection to its ultimate size to accommodate two 4-lane arterials, the intersection would operate satisfactorily during both morning and afternoon peaks, at approximately 85% and 88% of capacity, and with only the southbound left-turn movement during the afternoon peak operating at LoS 'E';
- This would enable transit vehicles to operate at-grade through the intersection in both directions in mixed traffic with some potential for transit prioritization;
- The location of transit stops would be critical to this operation; and
- Were the enlarged intersection to operate with HOV lanes, the intersection operations would deteriorate to approximately 91% during the morning peak and 94% during the afternoon peak with several movements operating at LoS 'E' during both peaks.

**c. Scenario 4**

- Based on the provision of a single northbound left-turning lane, the intersection operates at approximately 94% capacity during the morning peak and 88% capacity during the afternoon peak, indicating that there is some spare capacity available for priority transit
- The northbound left turning movement is critical operating at LoS 'F' during both peaks; and
- The intersection operation was tested with the provision of a double northbound left-turn lane, resulting in 85% and 81% capacity utilization during a.m./p.m. peaks respectively, although the northbound left-turn still operated at LoS 'F' during peaks.

**d. Overall**

- The overall conclusion of the above is that while grade separation of the Western Transitway at Hazeldean Road is inevitably required by 2031, there would appear to be an opportunity to operate buses in the West Transitway corridor, with a measure of priority available for several years thus postponing the major structural investment in grade separation;
- This strategy would require the provision of a northbound double left-turn lane on the first phase of the N-South (south of Hazeldean) and with a single lane shared with buses and general traffic with buses continuing through the intersection and general traffic and buses turning right; and
- Upon the extension of the N-S Arterial as a 2-lane roadway north of Hazeldean Road, the timing of which will be greatly dependent on the rate of development of Kanata West, the completion of the Hazeldean/N-S Arterial intersection to that of the ultimate 4-lane configuration and the operation of north-south lanes for mixed general traffic/transit, but with priority in place for transit, could operate satisfactorily for a further several years before the need to grade-separate the transit corridor at Hazeldean Road.

**6.0 TRAFFIC PROJECTIONS AT MAPLE GROVE ROAD/N-S ARTERIAL****6.1 Current Traffic Volumes**

The future alignment of the West Transitway within Kanata West will cross the Maple Grove Road corridor adjacent to the future intersection of the N-S Arterial with Maple Grove Road, approximately midway between the intersection with Huntmar Drive (to the west) and the Carp River (to the east).

The latest available peak hour traffic volumes on Maple Grove Road in the vicinity of the future intersection are approximately 500 vph (two-way) during the morning peak and approximately 650 vph (two-way) during the afternoon peak with the peak directional volumes between 300 vph, eastbound in the a.m. and approximately 350 vph westbound in the p.m.

## 6.2 Future Traffic Volumes

The Urban Road Network of the 2008 TMP has identified Maple Grove Road as a collector (2-lanes) west of Huntmar Drive and as a 4-lane arterial between Huntmar Drive and Terry Fox Drive.

The Kanata West ESR has identified Maple Grove Road as a 4-lane undivided arterial (4 UAU) west of the N-S Arterial and as a 4-lane divided arterial (4 UAD) east of the N-S Arterial as far as Terry Fox Drive.

The N-S Arterial is identified as a 4 UAD in the long-term.

Although designated to be a 4-lane arterial, it is considered very unlikely that Maple Grove Road will operate at full capacity (compared to Hazeldean) within the lifetime of the current City of Ottawa Official Plan for the following reasons.

- its relatively short length as a 4-lane arterial (between Huntmar and Terry Fox);
- its east/west extensions as 2-lane collector/local roads west and east of Huntmar/Terry Fox;
- it will primarily serve residential development along its length within Kanata West;
- there are several other east-west arterials within Kanata West to accept east/west traffic volumes, i.e., Campeau Drive (4 UAD), Highway 417 (6/8 lanes), Palladium Drive (4UAD), and Hazeldean Road (4 UAD);
  - the availability of north-south arterials, Huntmar Drive, the N-S Arterial, and Terry Fox Drive connected to the Palladium and Terry Fox interchanges on Highway 417 will result in a more even distribution of peak traffic along Maple Grove Road; and
- the green-time required to process peak directional volumes on Terry Fox Drive and the N-S Arterial will limit that available for east-west traffic demands on Maple Grove Road.

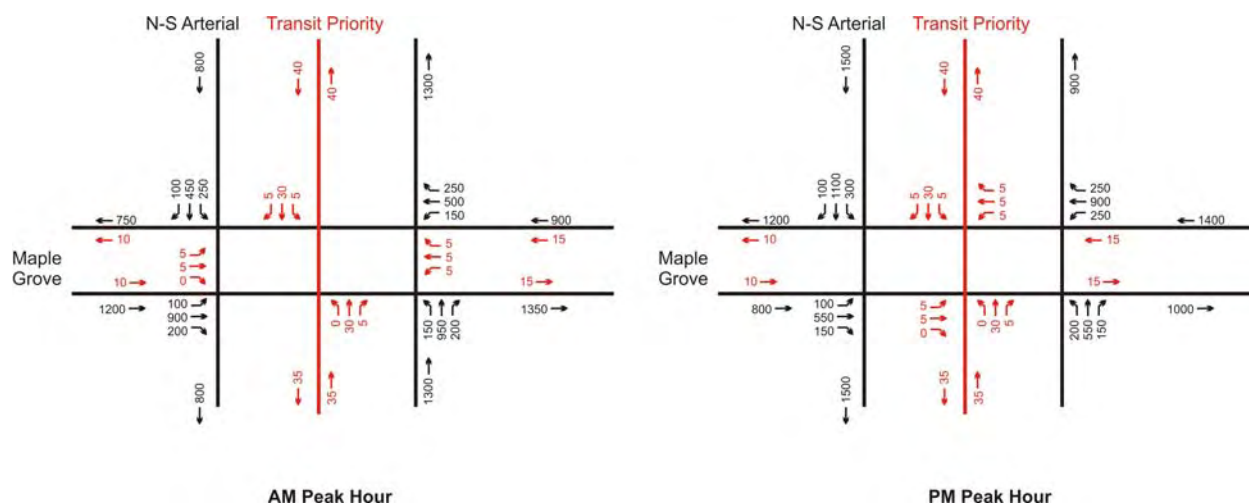
As a result of the above, it is considered most likely that future traffic volumes on Maple Grove Road, although warranting its ultimate widening to 4-lanes to serve the needs of Kanata West, will fall well short of the ultimate capacity of a 4-lane arterial ( $\pm 2000$  vph per direction).

In section 4.0 of this Tech Memo, it was assumed that the likely volumes on the N-S Arterial north of Hazeldean Road by 2031 (Figure 4) would be approximately 1300 vph northbound at Hazeldean Road during the morning peak and 1400 southbound during the afternoon peak.

Transit volume projections north of Hazeldean Road were 35 buses per hour at 2031.

Based on the earlier projections assumed to apply by 2031 at Hazeldean Road and reflecting the above rationale for why Maple Grove Road traffic volumes are likely to be considerably less than the corresponding Hazeldean Road volumes, depicted on Figure 7 are estimated peak hour volumes at the future intersection of Maple Grove Road with the N-S Arterial and the West Transitway.

**Figure 7: Peak Hour Traffic/Bus Volumes: Maple Grove/N-S Arterial/West Transitway, 2031**



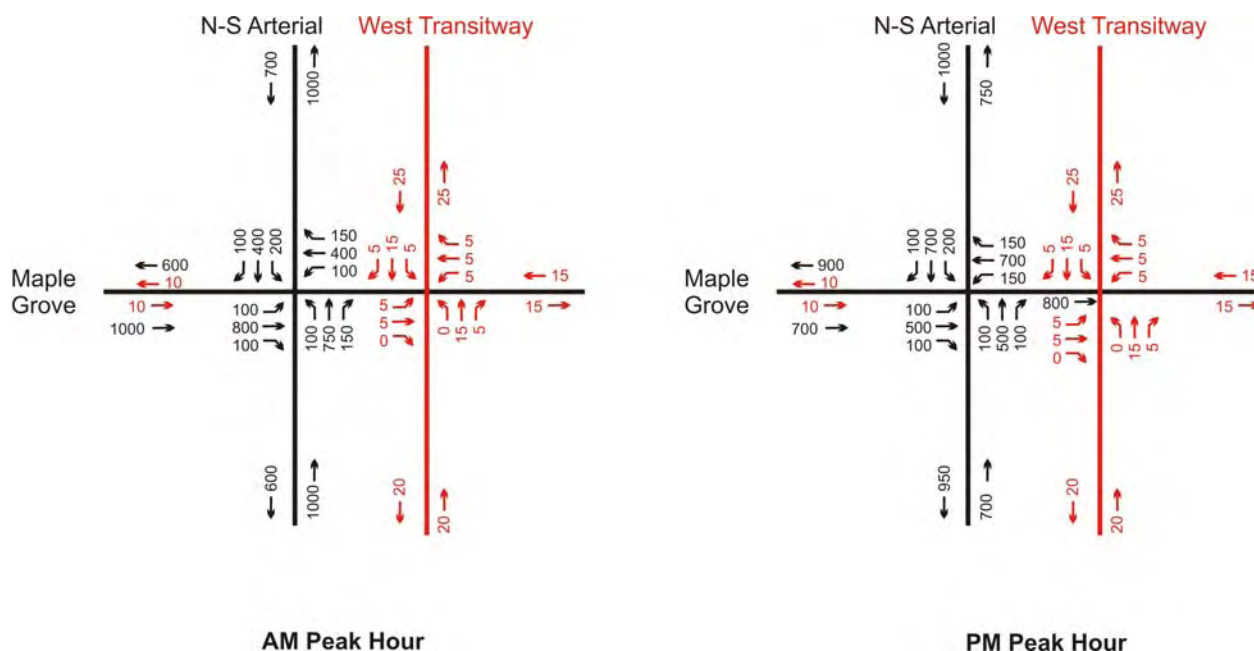
## 7.0 OPERATIONAL ANALYSIS

Based on the assumption of a fully implemented intersection of two 4-lane arterials with turning lanes, the application of SYNCHRO analysis to the projected peak hour traffic volumes on Figure 7 resulted in a 102% utilization of the intersection capacity during the morning peak and a 97% utilization during the afternoon peak, indicating that there would be no spare green-time available for transit priority were buses to operate in mixed traffic through the intersections at 2031. This leads to the conclusion that, in combination with bus volumes of 35/40 per hour, that grade separation of the transitway at Maple Grove Road would be a requirement by 2031.

## 8.0 PHASING POTENTIAL AT MAPLE GROVE ROAD

As it is likely that the N-S Arterial will be implemented in stages in conjunction with the phased implementation of the Fernbank and Kanata West developments, it can be assumed that north of Hazeldean Road a 2-lane arterial would be an interim stage for the arterial between Hazeldean Road and Palladium Drive. Thus, reflecting potential peak hour traffic volumes of the intersection of two 2-lane roadways, depicted on Figure 8 are the possible intersection turning volumes that might apply by approximately 2023 at the Maple Grove/N-S Arterial intersection.

**Figure 8: Projected Maple Grove Road/N-S Arterial/West Transitway Intersection Volumes: ±2023: pcus/buses**



## 9.0 PHASED INTERSECTION OPERATIONAL ANALYSIS: MAPLE GROVE ROAD

SYNCHRO analysis was applied to the projected phased intersection volumes depicted on Figure 8, which are assumed to reflect the potential peak hour traffic volumes at the Maple Grove Road/N-S Arterial intersection by approximately 2023, when Maple Grove Road is nearing its capacity as a 2-lane arterial and the N-S Arterial has been completed also as a 2-lane arterial to the Palladium Interchange.

Based on the implementation of the ultimate intersection configuration (i.e., intersection of two 4 UAD roadways), the SYNCHRO analysis revealed that there would be ample spare capacity available during peak hours with less than 70% utilization of the intersection for general traffic, thus providing the opportunity for priority measures to be implemented for bus volumes in mixed traffic through the intersection.

## 10.0 OVERALL CONCLUSION

Based on the above analysis of peak hour operations at both the Maple Grove Road and Hazeldean Road intersections with a phased N-S Arterial, it is concluded that while grade-separation of the West Transitway is recommended by 2031 that at-grade transit with transit priority could operate through both intersections for several years prior to eventual grade separation.

## **APPENDIX B**

**Expansion Factors  
Receiver Location Figures  
Stamson Model Output**

From\To	1 Hour am Pk	1 Hour pm Pk	2 Hour 7-9 am	2 Hour 3:30-5:30 pm	4 Hour 7-9 am 3:30-5:30 pm	6 Hour 7-10 am 3-6 pm	8 Hour 7-9 am 11-1 2-6 pm	12 Hour 7 am - 7 pm	24 Hour
1 Hour am Pk	1.0	1.04	1.79	1.98	3.76	5.12	6.49	9.04	12.06
1 Hour pm Pk	0.96	1.0	1.72	1.88	3.6	4.91	6.22	8.66	11.54
2 Hour 7-9 am	0.56	0.58	1.0	1.1	2.1	2.86	3.62	5.04	6.42
2 Hour 3:30-5:30 pm	0.51	0.53	0.91	1.0	1.91	2.61	3.31	4.61	6.13
4 Hour 7-9 am 3:30-5:30 pm	0.27	0.28	0.48	0.52	1.0	1.36	1.73	2.41	3.21
6 Hour 7-10 am 3-6 pm	0.2	0.2	0.35	0.38	0.73	1.0	1.27	1.77	2.35
8 Hour 7-9 am 11-1 pm 2-6 pm	0.15	0.16	0.28	0.3	0.58	0.79	1.0	1.39	1.85
12 Hour 7 am - 7 pm	0.11	0.12	0.2	0.22	0.42	0.57	0.72	1.0	1.31
24 Hour	0.08	0.09	0.15	0.16	0.31	0.43	0.54	0.75	1.0

EXPANSION FACTORS

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Engineers, Planners & Landscape Architects  
Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643  
Facsimile (613) 254-5867  
Website www.novatech-eng.com

## LEGEND

- Robert Grant Avenue Noise Angle
- Cope Drive Noise Angle
- Cope Drive Noise Barrier Angle
- Receiver Location

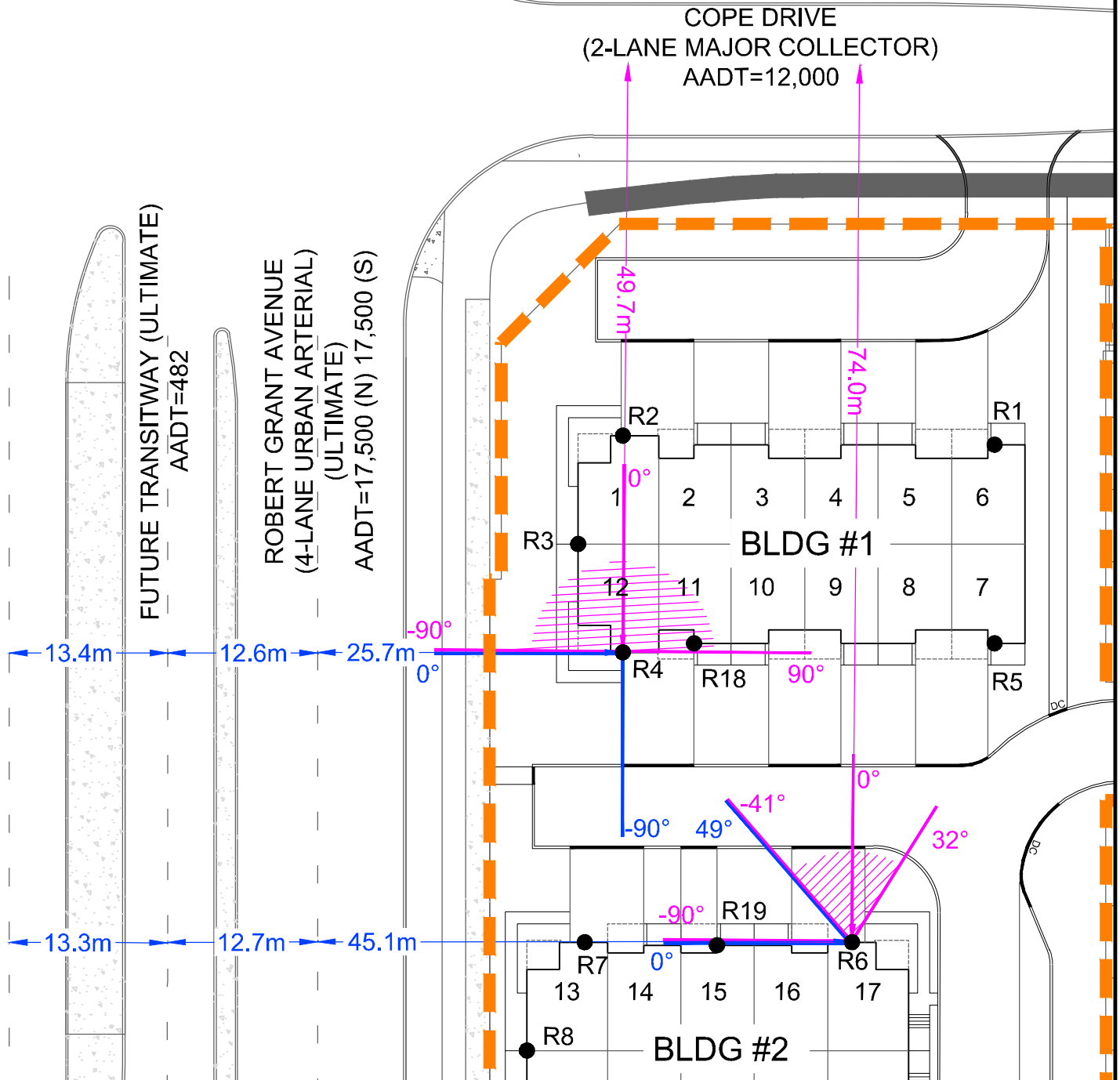
## FERNBANK CROSSING BLOCK 135

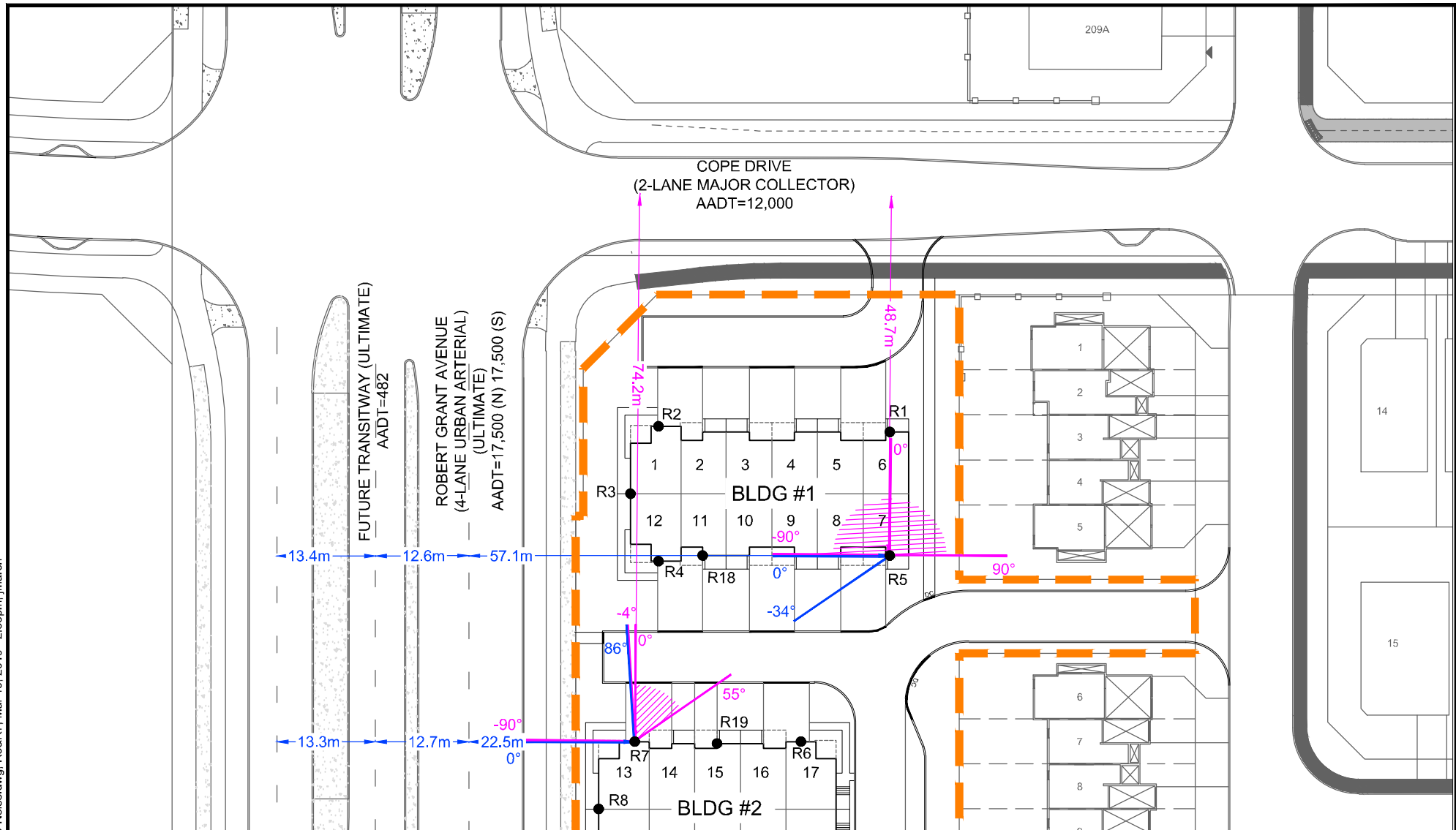
### NOISE RECEIVER LOCATION R4 & R6

SCALE 1 : 500

DATE MAR 2019 JOB 117089 FIGURE NS-1

SHT8X11.DWG - 216mmx279mm





Engineers, Planners & Landscape Architects  
Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643  
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Website [www.novatech-eng.com](http://www.novatech-eng.com)

## LEGEND

- Robert Grant Avenue Noise Angle
- Cope Drive Noise Angle
- ▨ Cope Drive Noise Barrier Angle
- Receiver Location

## FERNBANK CROSSING BLOCK 135

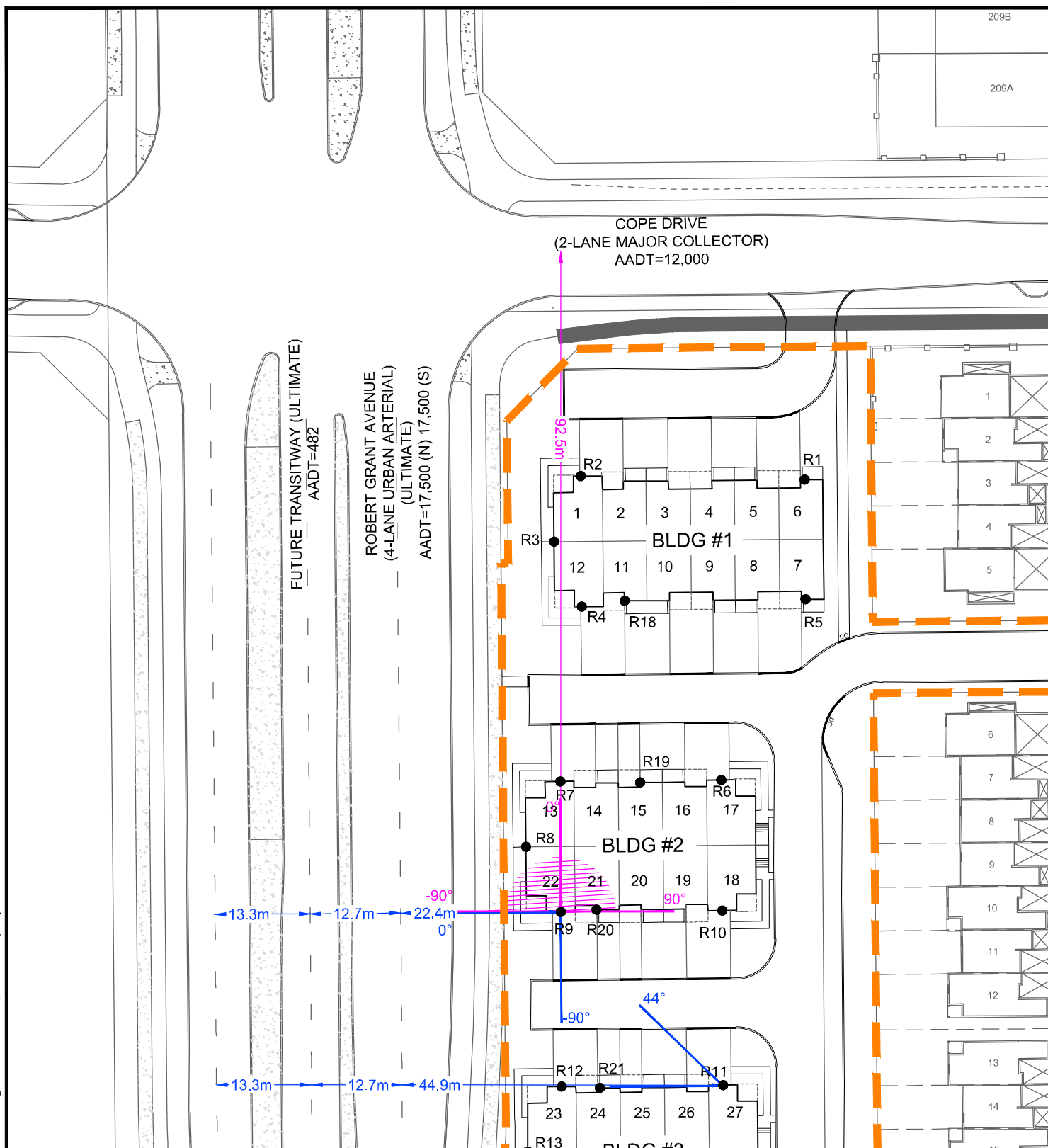
### NOISE RECEIVER LOCATION R5 & R7

SCALE 1 : 750

DATE MAR 2019 JOB 117089 FIGURE NS-2



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Engineers, Planners & Landscape Architects  
Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643  
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## LEGEND

- Robert Grant Avenue Noise Angle
- Cope Drive Noise Angle
- Cope Drive Noise Barrier Angle
- Receiver Location

## FERNBANK CROSSING BLOCK 135

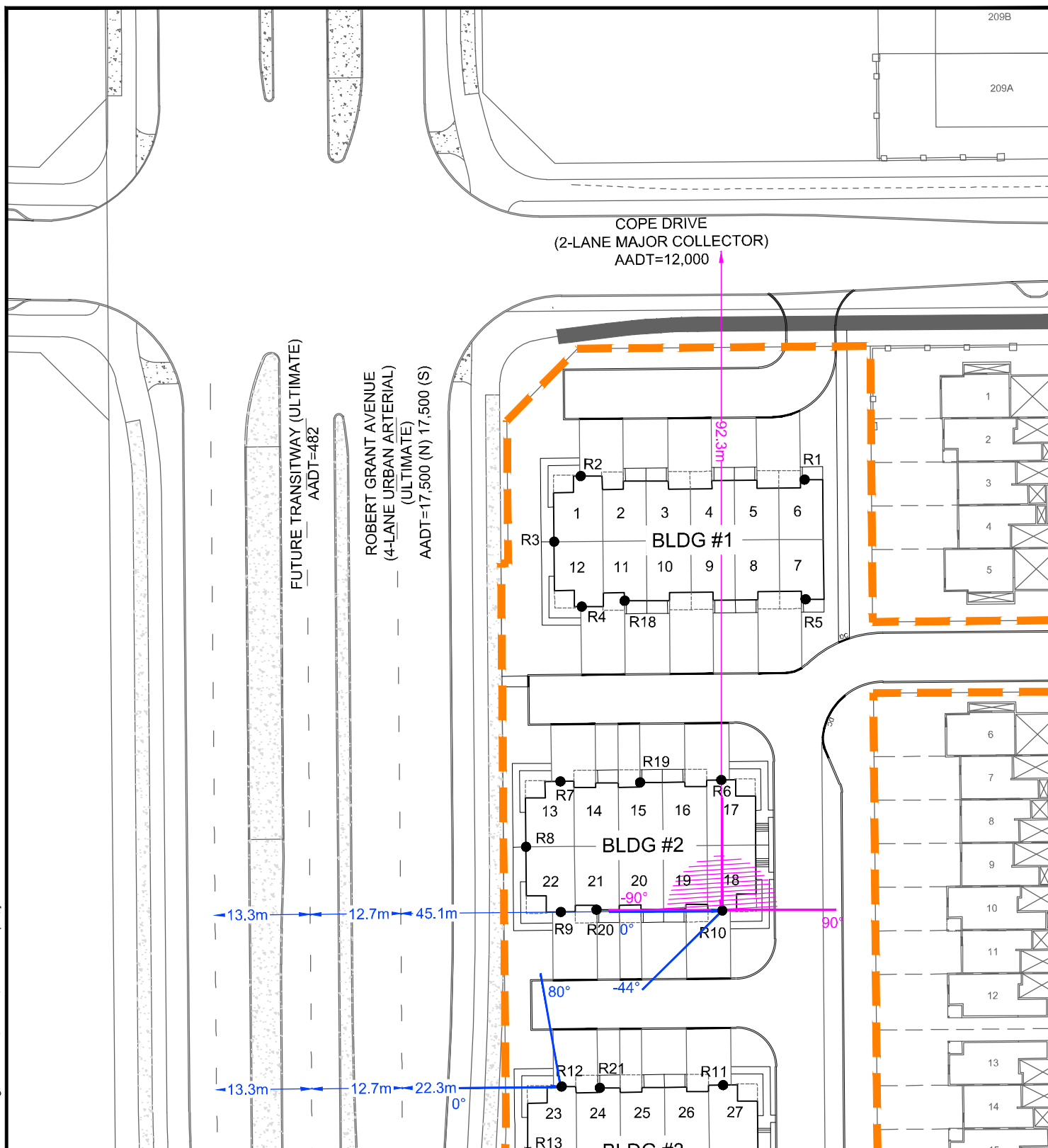
### NOISE RECEIVER LOCATION R9 & R11

SCALE 1 : 750

DATE MAR 2019

JOB 117089

FIGURE NS-3



Telephone (613) 254-9643  
Facsimile (613) 254-5867  
Website [www.novatech-eng.com](http://www.novatech-eng.com)

## LEGEND

FERNBANK CROSSING  
BLOCK 135

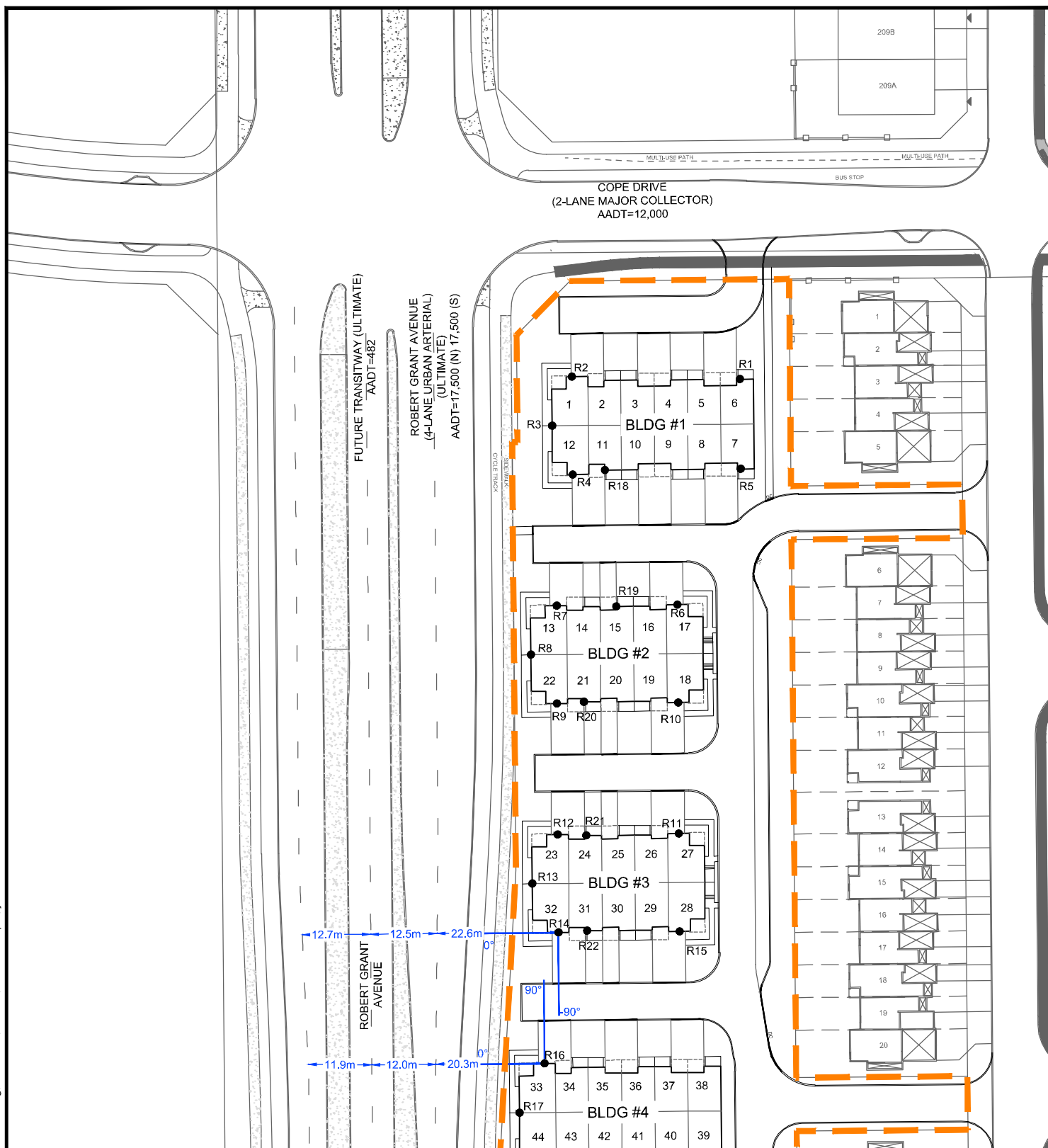
SCALE 1 : 750

DATE **MAR 2019**

117089

FIGURE NS-4

M:\2017\117089\CAD\Design\Figures\Noise\117089-Noise.dwg, R14&R16, Mar 19, 2019 - 2:35pm, jmarc



Engineers, Planners & Landscape Architects  
Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643  
Facsimile (613) 254-5867  
Website [www.novatech-eng.com](http://www.novatech-eng.com)

## LEGEND

— Robert Grant Avenue Noise Angle

● Receiver Location

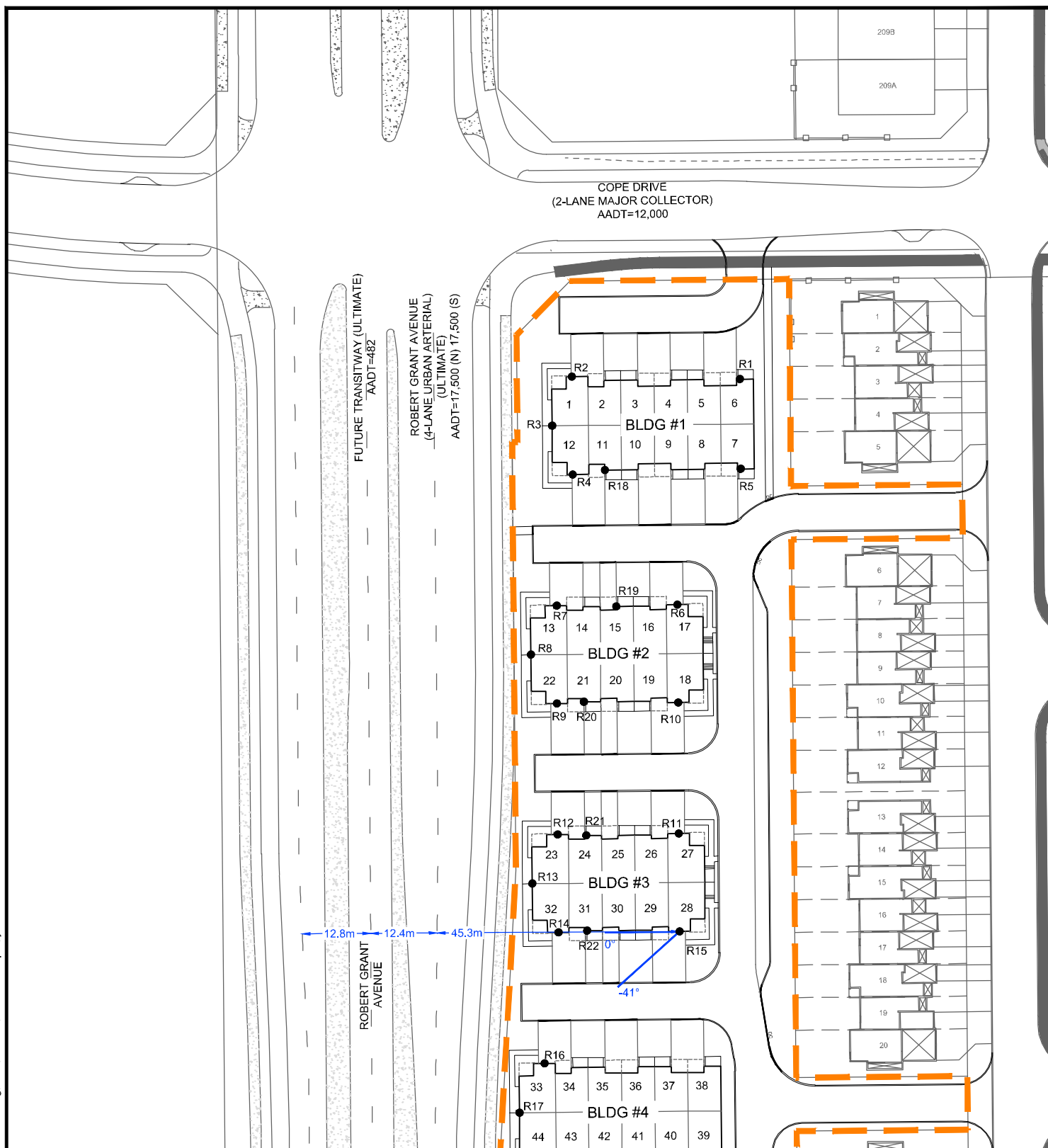
## FERNBANK CROSSING BLOCK 135

### NOISE RECEIVER LOCATION R14 AND R16

SCALE 1 : 1000

DATE MAR 2019 JOB 117089 FIGURE NS-5

M:\2017\117089\CAD\Design\Figures\Noise\117089-Noise.dwg, R15, Mar 19, 2019 - 2:35pm, jmarc



Engineers, Planners & Landscape Architects  
Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario, Canada K2M 1P6

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Facsimile (613) 254-5867  
Website [www.novatech-eng.com](http://www.novatech-eng.com)

## LEGEND

- Robert Grant Avenue Noise Angle
- Receiver Location

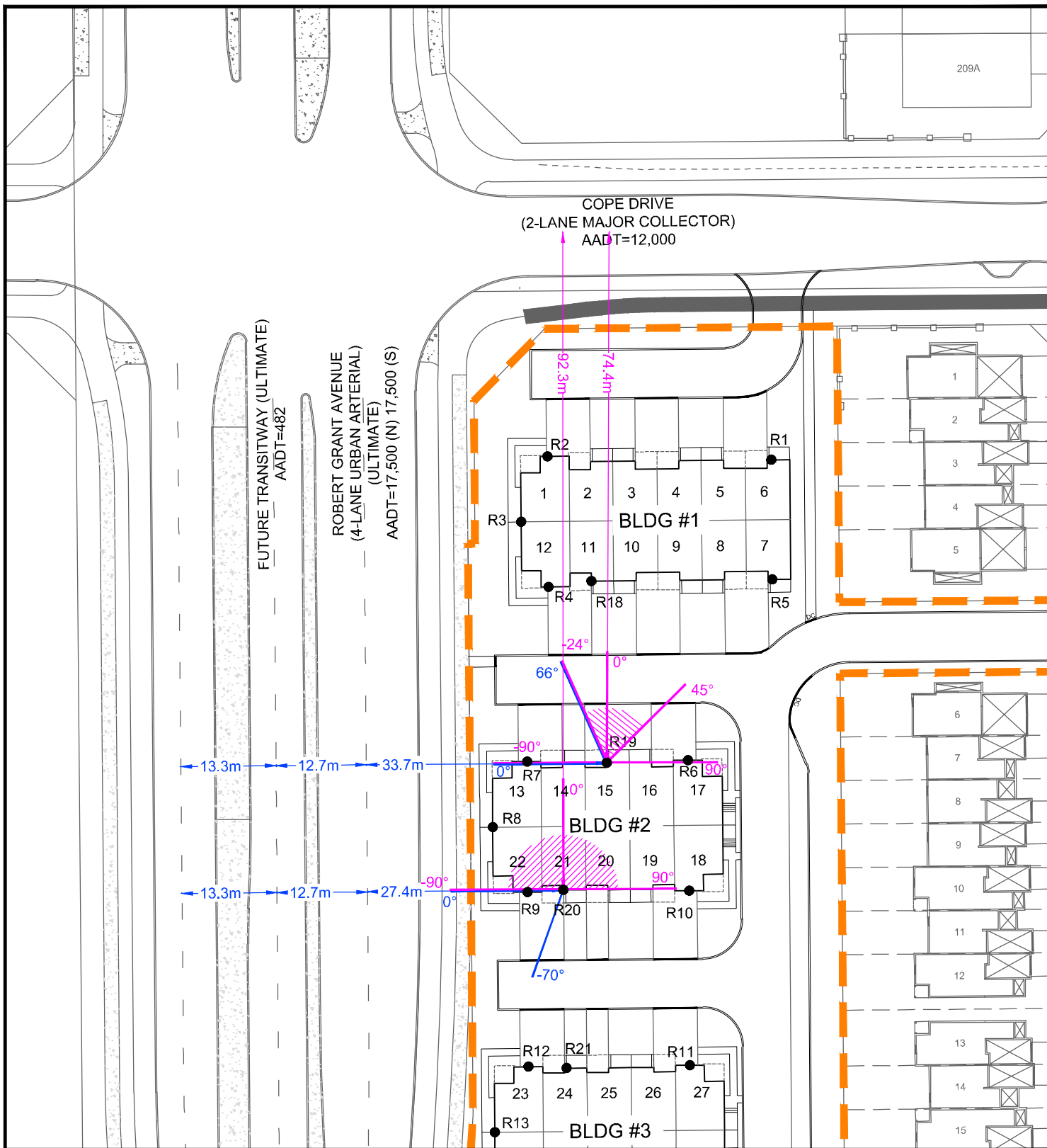
## FERNBANK CROSSING BLOCK 135

### NOISE RECEIVER LOCATION R15

SCALE  
1 : 1000

DATE MAR 2019 JOB 117089 FIGURE NS-6

M:\2017\117089\CAD\Design\Figures\Noise\117089-Noise.dwg, R19&R20, Mar 19, 2019 - 2:35pm, jmarc



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Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643  
Facsimile (613) 254-5867  
Website [www.novatech-eng.com](http://www.novatech-eng.com)

## LEGEND

- Robert Grant Avenue Noise Angle
- Cope Drive Noise Angle
- Cope Drive Noise Barrier Angle
- Receiver Location

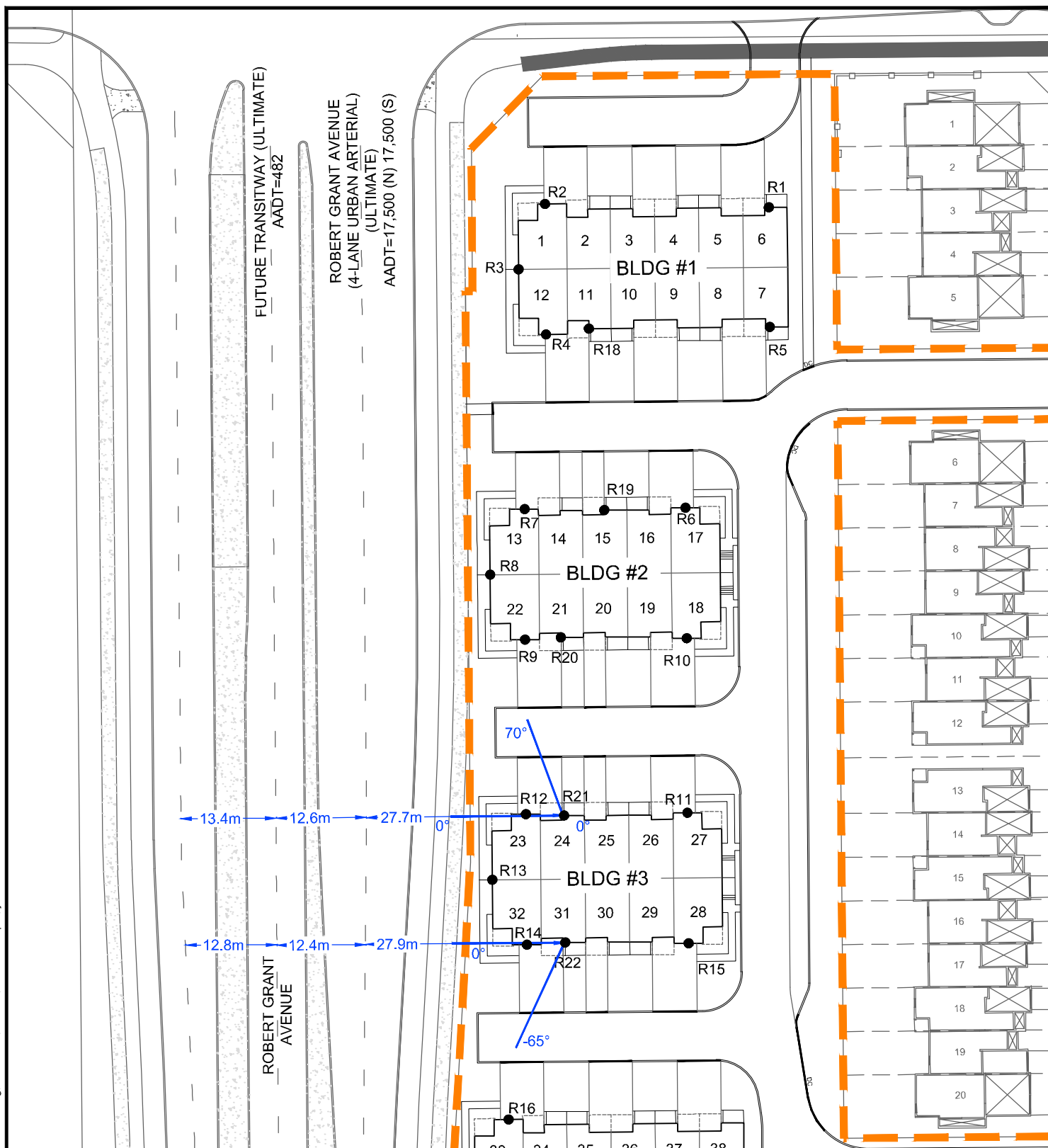
## FERNBANK CROSSING BLOCK 135

### RECEIVER LOCATION R19 & R20

SCALE 1 : 750

DATE MAR 2019 JOB 117089 FIGURE NS-7

M:\2017\117089\CAD\Design\Figures\Noise\117089-Noise.dwg, R21&R22, Mar 19, 2019 - 2:35pm, jmar



Engineers, Planners & Landscape Architects  
Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643  
Facsimile (613) 254-5867  
Website [www.novatech-eng.com](http://www.novatech-eng.com)

## LEGEND

— Robert Grant Avenue Noise Angle

● Receiver Location

## FERNBANK CROSSING BLOCK 135

## RECEIVER LOCATIONS R21 & R22

SCALE

1 : 750



DATE

MAR 2019

JOB

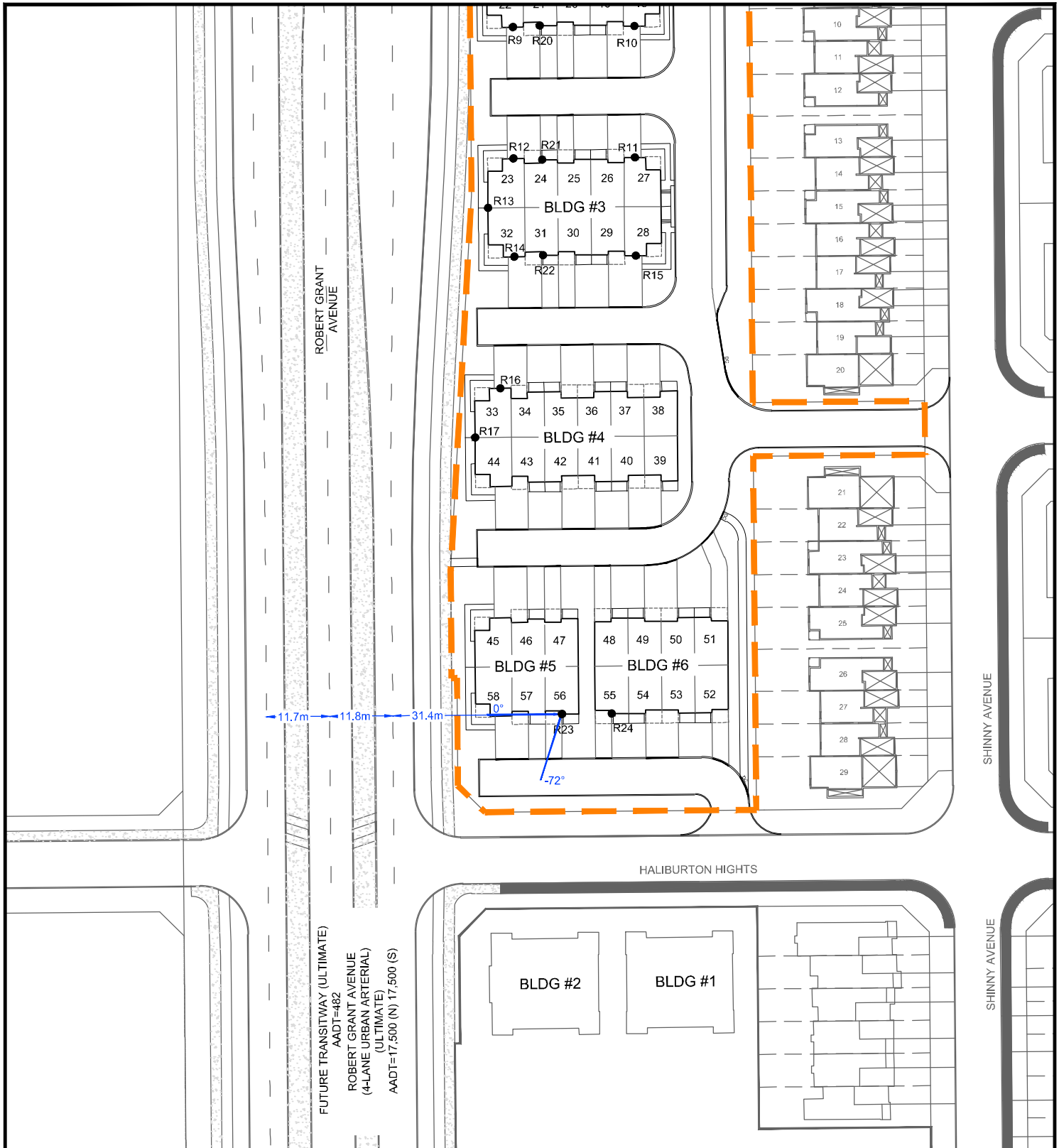
117089

FIGURE

NS-8



M:\2017\117089\CAD\Design\Figures\Noise\117089-Noise.dwg, R23, Mar 19, 2019 - 2:35pm, jmarc



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Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643  
Facsimile (613) 254-5867  
Website [www.novatech-eng.com](http://www.novatech-eng.com)

## LEGEND

- Robert Grant Avenue Noise Angle
- Receiver Location

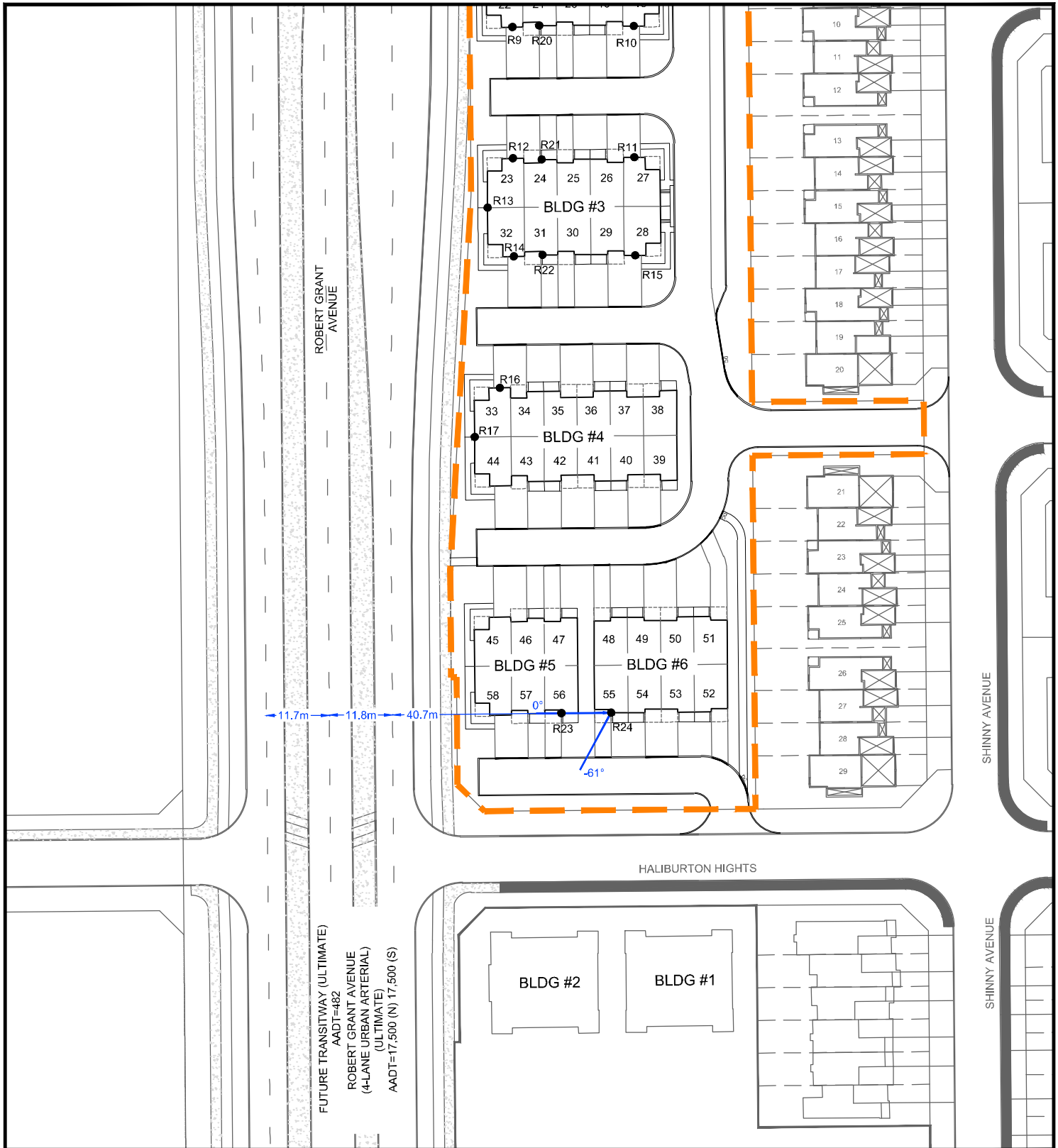
## FERNBANK CROSSING BLOCK 135

## RECEIVER LOCATIONS R21 & R22

SCALE  
1 : 1000

DATE MAR 2019 JOB 117089 FIGURE NS-9

M:\2017\117089\CAD\Design\Figures\Noise\117089-Noise.dwg, R24, Mar 19, 2019 - 2:35pm, jmarc



Engineers, Planners & Landscape Architects  
Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643  
Facsimile (613) 254-5867  
Website [www.novatech-eng.com](http://www.novatech-eng.com)

## LEGEND

— Robert Grant Avenue Noise Angle

● Receiver Location

## FERNBANK CROSSING BLOCK 135

### RECEIVER LOCATION R24

SCALE  
1 : 1000

DATE MAR 2019 JOB 117089 FIGURE NS-10



Filename: r1.te                      Time Period: Day/Night 16/8 hours  
Description: R1 (Facing Cope Dr)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    90.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 57.11 / 57.11 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    90.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 83.11 / 83.11 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

```
-----
Car traffic volume   : 9715/845   veh/TimePeriod  *
Medium truck volume  : 773/67    veh/TimePeriod  *
Heavy truck volume   : 552/48    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): 12000
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
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 # 3: Cope Drive (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 : 31.93 / 31.93 m
Receiver height      : 1.50 / 7.50 m
Topography          : 1           (Flat/gentle slope; no barrier)
Reference angle      : 0.00
```

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 61.85 + 0.00) = 61.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	70.67	0.00	-5.81	-3.01	0.00	0.00	0.00	61.85

Segment Leq : 61.85 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 60.22 + 0.00) = 60.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	70.67	0.00	-7.44	-3.01	0.00	0.00	0.00	60.22

Segment Leq : 60.22 dBA

Results segment # 3: Cope Drive (day)

Source height = 1.50 m

ROAD (0.00 + 64.23 + 0.00) = 64.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.51	0.00	-3.28	0.00	0.00	0.00	0.00	64.23

Segment Leq : 64.23 dBA

Total Leq All Segments: 67.19 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 54.25 + 0.00) = 54.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.07	0.00	-5.81	-3.01	0.00	0.00	0.00	54.25

Segment Leq : 54.25 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.07	0.00	-7.44	-3.01	0.00	0.00	0.00	52.62

Segment Leq : 52.62 dBA

Results segment # 3: Cope Drive (night)

Source height = 1.50 m

ROAD (0.00 + 56.63 + 0.00) = 56.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.91	0.00	-3.28	0.00	0.00	0.00	0.00	56.63

Segment Leq : 56.63 dBA

Total Leq All Segments: 59.59 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 69.74 / 69.74 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	59.75	-6.67	-3.01	0.00	0.00	0.00	50.06

Segment Leq : 50.06 dBA

Total Leq All Segments: 50.06 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 45.52 + 0.00) = 45.52 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	55.20	-6.67	-3.01	0.00	0.00	0.00	45.52

Segment Leq : 45.52 dBA

Total Leq All Segments: 45.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.27  
(NIGHT): 59.75

Filename: r2.te                      Time Period: Day/Night 16/8 hours  
Description: R2 (Facing Cope Drive)

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

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1 Angle2 : 0.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 25.74 / 25.74 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1 Angle2 : 0.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 51.74 / 51.74 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

-----  
Car traffic volume : 9715/845 veh/TimePeriod \*  
Medium truck volume : 773/67 veh/TimePeriod \*  
Heavy truck volume : 552/48 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): 12000  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 3: Cope Drive (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 : 31.52 / 31.52 m  
Receiver height : 1.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Segment # 1: Arterial (N) (day)

-----  
Source height = 1.50 m

ROAD (0.00 + 65.31 + 0.00) = 65.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	70.67	0.00	-2.35	-3.01	0.00	0.00	0.00	65.31

-----

Segment Leq : 65.31 dBA

Segment # 2: Arterial (S) (day)

-----  
Source height = 1.50 m

ROAD (0.00 + 62.28 + 0.00) = 62.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	70.67	0.00	-5.38	-3.01	0.00	0.00	0.00	62.28

-----

Segment Leq : 62.28 dBA

Segment # 3: Cope Drive (day)

Source height = 1.50 m

ROAD (0.00 + 64.29 + 0.00) = 64.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.51	0.00	-3.22	0.00	0.00	0.00	0.00	64.29

Segment Leq : 64.29 dBA

Total Leq All Segments: 68.91 dBA

Segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 57.71 + 0.00) = 57.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.07	0.00	-2.35	-3.01	0.00	0.00	0.00	57.71

Segment Leq : 57.71 dBA

Segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 54.68 + 0.00) = 54.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.07	0.00	-5.38	-3.01	0.00	0.00	0.00	54.68

Segment Leq : 54.68 dBA

Segment # 3: Cope Drive (night)

Source height = 1.50 m

ROAD (0.00 + 56.69 + 0.00) = 56.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.91	0.00	-3.22	0.00	0.00	0.00	0.00	56.69

Segment Leq : 56.69 dBA

Total Leq All Segments: 61.31 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

```

-----
Angle1   Angle2       :    0.00 deg    90.00 deg
Wood depth      :          0      (No woods.)
No of house rows :          0 /  0
Surface         :          2      (Reflective ground surface)
Receiver source distance : 38.38 / 38.38 m
Receiver height  :    4.50 / 7.50 m
Topography      :          1      (Flat/gentle slope; no barrier)
Reference angle  :    0.00
  
```

Segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 52.65 + 0.00) = 52.65 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	59.75	-4.08	-3.01	0.00	0.00	0.00	52.65

Segment Leq : 52.65 dBA

Total Leq All Segments: 52.65 dBA

Segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 48.11 + 0.00) = 48.11 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	55.20	-4.08	-3.01	0.00	0.00	0.00	48.11

Segment Leq : 48.11 dBA

Total Leq All Segments: 48.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.01  
(NIGHT): 61.51



Filename: r3.te                      Time Period: Day/Night 16/8 hours  
Description: R3 (Facing Robert Grant Avenue)

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

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (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 : 22.00 / 22.00 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (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 : 48.00 / 48.00 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

```
-----
Car traffic volume : 9715/845   veh/TimePeriod *
Medium truck volume : 773/67    veh/TimePeriod *
Heavy truck volume  : 552/48    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): 12000
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
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 # 3: Cope Drive (day/night)

```
-----
Angle1 Angle2      : -90.00 deg  0.00 deg
Wood depth          : 0          (No woods.)
No of house rows    : 0 / 0
Surface            : 2          (Reflective ground surface)
Receiver source distance : 40.63 / 40.63 m
Receiver height     : 1.50 / 7.50 m
Topography          : 1          (Flat/gentle slope; no barrier)
Reference angle     : 0.00
```

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 69.00 + 0.00) = 69.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.67	0.00	-1.66	0.00	0.00	0.00	0.00	69.00

Segment Leq : 69.00 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 65.61 + 0.00) = 65.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.67	0.00	-5.05	0.00	0.00	0.00	0.00	65.61

Segment Leq : 65.61 dBA

Results segment # 3: Cope Drive (day)

Source height = 1.50 m

ROAD (0.00 + 60.17 + 0.00) = 60.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	67.51	0.00	-4.33	-3.01	0.00	0.00	0.00	60.17

Segment Leq : 60.17 dBA

Total Leq All Segments: 71.01 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 61.41 + 0.00) = 61.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-1.66	0.00	0.00	0.00	0.00	61.41

Segment Leq : 61.41 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 58.02 + 0.00) = 58.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-5.05	0.00	0.00	0.00	0.00	58.02

Segment Leq : 58.02 dBA

Results segment # 3: Cope Drive (night)

Source height = 1.50 m

ROAD (0.00 + 52.57 + 0.00) = 52.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	59.91	0.00	-4.33	-3.01	0.00	0.00	0.00	52.57

Segment Leq : 52.57 dBA

Total Leq All Segments: 63.42 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (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 : 34.60 / 34.60 m
Receiver height  :           4.50 / 7.50 m
Topography      :           1           (Flat/gentle slope; no barrier)
Reference angle  :           0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 56.12 + 0.00) = 56.12 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.75	-3.63	0.00	0.00	0.00	0.00	56.12

Segment Leq : 56.12 dBA

Total Leq All Segments: 56.12 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.20	-3.63	0.00	0.00	0.00	0.00	51.57

Segment Leq : 51.57 dBA

Total Leq All Segments: 51.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.15  
(NIGHT): 63.70

Filename: r4.te                      Time Period: Day/Night 16/8 hours  
Description: R4 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : -90.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                          (Reflective ground surface)  
Receiver source distance : 25.74 / 25.74    m  
Receiver height : 4.50 / 7.50      m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : -90.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                          (Reflective ground surface)  
Receiver source distance : 51.74 / 51.74    m  
Receiver height : 4.50 / 7.50      m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

```
-----
Car traffic volume : 9715/845   veh/TimePeriod  *
Medium truck volume : 773/67    veh/TimePeriod  *
Heavy truck volume : 552/48     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): 12000
Percentage of Annual Growth      : 0.00
Number of Years of Growth       : 0.00
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 # 3: Cope Drive (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 : 49.70 / 49.70 m
Receiver height     : 4.50 / 7.50 m
Topography         : 2          (Flat/gentle slope; with barrier)
Barrier angle1      : -90.00 deg  Angle2 : 90.00 deg
Barrier height      : 9.00 m
Barrier receiver distance : 1.00 / 1.00 m
Source elevation    : 0.00 m
Receiver elevation   : 0.00 m
Barrier elevation    : 0.00 m
Reference angle     : 0.00
```

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 65.31 + 0.00) = 65.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	70.67	0.00	-2.35	-3.01	0.00	0.00	0.00	65.31

Segment Leq : 65.31 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 62.28 + 0.00) = 62.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	70.67	0.00	-5.38	-3.01	0.00	0.00	0.00	62.28

Segment Leq : 62.28 dBA

Results segment # 3: Cope Drive (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	4.50	4.44	4.44

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.51	0.00	-5.20	0.00	0.00	0.00	-17.51	44.80

Segment Leq : 44.80 dBA

Total Leq All Segments: 67.09 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 57.71 + 0.00) = 57.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	63.07	0.00	-2.35	-3.01	0.00	0.00	0.00	57.71

Segment Leq : 57.71 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 54.68 + 0.00) = 54.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	63.07	0.00	-5.38	-3.01	0.00	0.00	0.00	54.68

Segment Leq : 54.68 dBA

Results segment # 3: Cope Drive (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	7.50	7.38	7.38

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	41.07	0.00	-5.38	-3.01	0.00	0.00	0.00	41.07

-90 90 0.00 59.91 0.00 -5.20 0.00 0.00 0.00 -13.64 41.07

Segment Leq : 41.07 dBA

Total Leq All Segments: 59.53 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod

Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 38.39 / 38.39 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 52.65 + 0.00) = 52.65 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	59.75	-4.08	-3.01	0.00	0.00	0.00	52.65

Segment Leq : 52.65 dBA

Total Leq All Segments: 52.65 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 48.11 + 0.00) = 48.11 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	55.20	-4.08	-3.01	0.00	0.00	0.00	48.11

Segment Leq : 48.11 dBA

Total Leq All Segments: 48.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.24  
(NIGHT): 59.83



Filename: r5.te                      Time Period: Day/Night 16/8 hours  
Description: R5 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : -34.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                      (Reflective ground surface)  
Receiver source distance : 57.11 / 57.11 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : -34.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                      (Reflective ground surface)  
Receiver source distance : 83.11 / 83.11 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

```

-----
Car traffic volume : 9715/845   veh/TimePeriod  *
Medium truck volume : 773/67    veh/TimePeriod  *
Heavy truck volume : 552/48     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): 12000
Percentage of Annual Growth          : 0.00
Number of Years of Growth            : 0.00
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 # 3: Cope Drive (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 : 48.70 / 48.70 m
Receiver height     : 4.50 / 7.50 m
Topography         : 2          (Flat/gentle slope; with barrier)
Barrier angle1      : -90.00 deg  Angle2 : 90.00 deg
Barrier height      : 9.00 m
Barrier receiver distance : 1.00 / 1.00 m
Source elevation    : 0.00 m
Receiver elevation   : 0.00 m
Barrier elevation    : 0.00 m
Reference angle     : 0.00

```

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 57.62 + 0.00) = 57.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-34	0	0.00	70.67	0.00	-5.81	-7.24	0.00	0.00	0.00	57.62

Segment Leq : 57.62 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 55.99 + 0.00) = 55.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-34	0	0.00	70.67	0.00	-7.44	-7.24	0.00	0.00	0.00	55.99

Segment Leq : 55.99 dBA

Results segment # 3: Cope Drive (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of
Height (m)	! Height (m)	! Height (m)	Barrier Top (m)
1.50	!	4.50	!
		4.44	!
			4.44

ROAD (0.00 + 44.88 + 0.00) = 44.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.51	0.00	-5.11	0.00	0.00	0.00	-17.51	44.88

Segment Leq : 44.88 dBA

Total Leq All Segments: 60.03 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 50.02 + 0.00) = 50.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-34	0	0.00	63.07	0.00	-5.81	-7.24	0.00	0.00	0.00	50.02

Segment Leq : 50.02 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 48.40 + 0.00) = 48.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-34	0	0.00	63.07	0.00	-7.44	-7.24	0.00	0.00	0.00	48.40

Segment Leq : 48.40 dBA

Results segment # 3: Cope Drive (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of
Height (m)	! Height (m)	! Height (m)	Barrier Top (m)
1.50	!	7.50	!
		7.38	!
			7.38

ROAD (0.00 + 41.14 + 0.00) = 41.14 dBA

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

-90 90 0.00 59.91 0.00 -5.11 0.00 0.00 0.00 -13.66 41.14

Segment Leq : 41.14 dBA

Total Leq All Segments: 52.62 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

Angle1 Angle2 : -34.00 deg 0.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 69.65 / 69.65 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 45.84 + 0.00) = 45.84 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-34	0	0.00	59.75	-6.67	-7.24	0.00	0.00	0.00	45.84

Segment Leq : 45.84 dBA

Total Leq All Segments: 45.84 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 41.29 + 0.00) = 41.29 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-34	0	0.00	55.20	-6.67	-7.24	0.00	0.00	0.00	41.29

Segment Leq : 41.29 dBA

Total Leq All Segments: 41.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.19  
(NIGHT): 52.92

Filename: r6.te                      Time Period: Day/Night 16/8 hours  
Description: R6 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    48.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 45.06 / 45.06    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    48.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 71.06 / 71.06    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

```
-----
Car traffic volume : 9715/845   veh/TimePeriod  *
Medium truck volume : 773/67    veh/TimePeriod  *
Heavy truck volume : 552/48     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): 12000
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
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 # 3: Cope Drive (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 : 74.02 / 74.02 m
Receiver height     : 4.50 / 7.50 m
Topography         : 2          (Flat/gentle slope; with barrier)
Barrier angle1      : -41.00 deg  Angle2 : 32.00 deg
Barrier height      : 9.00 m
Barrier receiver distance : 1.00 / 1.00 m
Source elevation    : 0.00 m
Receiver elevation   : 0.00 m
Barrier elevation    : 0.00 m
Reference angle     : 0.00
```

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 60.15 + 0.00) = 60.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	48	0.00	70.67	0.00	-4.78	-5.74	0.00	0.00	0.00	60.15

Segment Leq : 60.15 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 58.17 + 0.00) = 58.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	48	0.00	70.67	0.00	-6.76	-5.74	0.00	0.00	0.00	58.17

Segment Leq : 58.17 dBA

Results segment # 3: Cope Drive (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.50	!	4.50	!	4.46	!	4.46

ROAD (54.93 + 36.66 + 55.66) = 58.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-41	0.00	67.51	0.00	-6.93	-5.65	0.00	0.00	0.00	54.93
-41	32	0.00	67.51	0.00	-6.93	-3.92	0.00	0.00	-20.00	36.66
32	90	0.00	67.51	0.00	-6.93	-4.92	0.00	0.00	0.00	55.66

Segment Leq : 58.35 dBA

Total Leq All Segments: 63.76 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 52.55 + 0.00) = 52.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	48	0.00	63.07	0.00	-4.78	-5.74	0.00	0.00	0.00	52.55

Segment Leq : 52.55 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 50.57 + 0.00) = 50.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	48	0.00	63.07	0.00	-6.76	-5.74	0.00	0.00	0.00	50.57

Segment Leq : 50.57 dBA

Results segment # 3: Cope Drive (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.50	!	7.50	!	7.42	!	7.42

ROAD (47.33 + 32.01 + 48.06) = 50.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-41	0.00	59.91	0.00	-6.93	-5.65	0.00	0.00	0.00	47.33
-41	32	0.00	59.91	0.00	-6.93	-3.92	0.00	0.00	-17.05	32.01
32	90	0.00	59.91	0.00	-6.93	-4.92	0.00	0.00	0.00	48.06

Segment Leq : 50.78 dBA

Total Leq All Segments: 56.17 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

Angle1 Angle2 : 0.00 deg 48.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 57.73 / 57.73 m  
Receiver height : 1.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 48.15 + 0.00) = 48.15 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	48	0.00	59.75	-5.85	-5.74	0.00	0.00	0.00	48.15

Segment Leq : 48.15 dBA

Total Leq All Segments: 48.15 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 43.61 + 0.00) = 43.61 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	48	0.00	55.20	-5.85	-5.74	0.00	0.00	0.00	43.61

Segment Leq : 43.61 dBA

Total Leq All Segments: 43.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.87

(NIGHT): 56.40



Filename: r7.te                      Time Period: Day/Night 16/8 hours  
Description: R7 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    90.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 22.54 / 22.54    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    90.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 48.54 / 48.54    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

```
-----
Car traffic volume   : 9715/845   veh/TimePeriod  *
Medium truck volume : 773/67     veh/TimePeriod  *
Heavy truck volume  : 552/48     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): 12000
Percentage of Annual Growth       : 0.00
Number of Years of Growth        : 0.00
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 # 3: Cope Drive (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 : 74.22 / 74.22 m
Receiver height     : 4.50 / 7.50 m
Topography         : 2          (Flat/gentle slope; with barrier)
Barrier angle1      : -4.00 deg  Angle2 : 55.00 deg
Barrier height      : 9.00 m
Barrier receiver distance : 25.00 / 25.00 m
Source elevation    : 0.00 m
Receiver elevation  : 0.00 m
Barrier elevation   : 0.00 m
Reference angle     : 0.00
```

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 65.89 + 0.00) = 65.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	70.67	0.00	-1.77	-3.01	0.00	0.00	0.00	65.89

Segment Leq : 65.89 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 62.56 + 0.00) = 62.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	70.67	0.00	-5.10	-3.01	0.00	0.00	0.00	62.56

Segment Leq : 62.56 dBA

Results segment # 3: Cope Drive (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.50	!	4.50	!	3.49	!	3.49

ROAD (57.36 + 39.24 + 53.45) = 58.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-4	0.00	67.51	0.00	-6.94	-3.21	0.00	0.00	0.00	57.36
-4	55	0.00	67.51	0.00	-6.94	-4.84	0.00	0.00	-16.48	39.24
55	90	0.00	67.51	0.00	-6.94	-7.11	0.00	0.00	0.00	53.45

Segment Leq : 58.89 dBA

Total Leq All Segments: 68.10 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 58.29 + 0.00) = 58.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.07	0.00	-1.77	-3.01	0.00	0.00	0.00	58.29

Segment Leq : 58.29 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 54.96 + 0.00) = 54.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.07	0.00	-5.10	-3.01	0.00	0.00	0.00	54.96

Segment Leq : 54.96 dBA

Results segment # 3: Cope Drive (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.50	!	7.50	!	5.48	!	5.48

ROAD (49.76 + 35.39 + 45.86) = 51.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-4	0.00	59.91	0.00	-6.94	-3.21	0.00	0.00	0.00	49.76
-4	55	0.00	59.91	0.00	-6.94	-4.84	0.00	0.00	-12.73	35.39
55	90	0.00	59.91	0.00	-6.94	-7.11	0.00	0.00	0.00	45.86

Segment Leq : 51.35 dBA

Total Leq All Segments: 60.51 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 35.20 / 35.20 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 53.03 + 0.00) = 53.03 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	59.75	-3.70	-3.01	0.00	0.00	0.00	53.03

Segment Leq : 53.03 dBA

Total Leq All Segments: 53.03 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 48.49 + 0.00) = 48.49 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	55.20	-3.70	-3.01	0.00	0.00	0.00	48.49

Segment Leq : 48.49 dBA

Total Leq All Segments: 48.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.23

(NIGHT): 60.77

Filename: r8.te                      Time Period: Day/Night 16/8 hours  
Description: R8 (Facing Robert Grant Avenue)

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

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (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 : 17.64 / 17.64 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (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 : 43.64 / 43.64 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

```
-----
Car traffic volume : 9715/845   veh/TimePeriod  *
Medium truck volume : 773/67    veh/TimePeriod  *
Heavy truck volume : 552/48     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): 12000
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
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 # 3: Cope Drive (day/night)

```
-----
Angle1 Angle2      : -90.00 deg  0.00 deg
Wood depth          : 0          (No woods.)
No of house rows    : 0 / 0
Surface             : 2          (Reflective ground surface)
Receiver source distance : 83.41 / 83.41 m
Receiver height     : 4.50 / 7.50 m
Topography          : 1          (Flat/gentle slope; no barrier)
Reference angle     : 0.00
```

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 69.96 + 0.00) = 69.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.67	0.00	-0.70	0.00	0.00	0.00	0.00	69.96

Segment Leq : 69.96 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 66.03 + 0.00) = 66.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.67	0.00	-4.64	0.00	0.00	0.00	0.00	66.03

Segment Leq : 66.03 dBA

Results segment # 3: Cope Drive (day)

Source height = 1.50 m

ROAD (0.00 + 57.05 + 0.00) = 57.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	67.51	0.00	-7.45	-3.01	0.00	0.00	0.00	57.05

Segment Leq : 57.05 dBA

Total Leq All Segments: 71.59 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 62.36 + 0.00) = 62.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-0.70	0.00	0.00	0.00	0.00	62.36

Segment Leq : 62.36 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 58.43 + 0.00) = 58.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-4.64	0.00	0.00	0.00	0.00	58.43

Segment Leq : 58.43 dBA

Results segment # 3: Cope Drive (night)

Source height = 1.50 m

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	59.91	0.00	-7.45	-3.01	0.00	0.00	0.00	49.45

Segment Leq : 49.45 dBA

Total Leq All Segments: 63.99 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (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 : 30.31 / 30.31 m
Receiver height  :           4.50 / 7.50 m
Topography      :           1       (Flat/gentle slope; no barrier)
Reference angle  :           0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 56.69 + 0.00) = 56.69 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.75	-3.05	0.00	0.00	0.00	0.00	56.69

Segment Leq : 56.69 dBA

Total Leq All Segments: 56.69 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 52.15 + 0.00) = 52.15 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.20	-3.05	0.00	0.00	0.00	0.00	52.15

Segment Leq : 52.15 dBA

Total Leq All Segments: 52.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.73  
(NIGHT): 64.27



Filename: r9.te                      Time Period: Day/Night 16/8 hours  
Description: R9 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : -90.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                      (Reflective ground surface)  
Receiver source distance : 22.42 / 22.42    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : -90.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                      (Reflective ground surface)  
Receiver source distance : 48.42 / 48.42    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

```
-----
Car traffic volume   : 9715/845   veh/TimePeriod  *
Medium truck volume : 773/67    veh/TimePeriod  *
Heavy truck volume  : 552/48     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): 12000
Percentage of Annual Growth       : 0.00
Number of Years of Growth        : 0.00
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 # 3: Cope Drive (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 : 92.50 / 92.50 m
Receiver height  : 4.50 / 7.50 m
Topography      : 2 (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : 90.00 deg
Barrier height   : 9.00 m
Barrier receiver distance : 1.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle  : 0.00
```

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 65.91 + 0.00) = 65.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	70.67	0.00	-1.75	-3.01	0.00	0.00	0.00	65.91

Segment Leq : 65.91 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 62.57 + 0.00) = 62.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	70.67	0.00	-5.09	-3.01	0.00	0.00	0.00	62.57

Segment Leq : 62.57 dBA

Results segment # 3: Cope Drive (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of
Height (m)	! Height (m)	! Height (m)	Barrier Top (m)
1.50	!	4.50	!
		4.47	!
			4.47

ROAD (0.00 + 42.21 + 0.00) = 42.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.51	0.00	-7.90	0.00	0.00	0.00	-17.40	42.21

Segment Leq : 42.21 dBA

Total Leq All Segments: 67.58 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 58.31 + 0.00) = 58.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	63.07	0.00	-1.75	-3.01	0.00	0.00	0.00	58.31

Segment Leq : 58.31 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 54.97 + 0.00) = 54.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	63.07	0.00	-5.09	-3.01	0.00	0.00	0.00	54.97

Segment Leq : 54.97 dBA

Results segment # 3: Cope Drive (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of
Height (m)	! Height (m)	! Height (m)	Barrier Top (m)
1.50	!	7.50	!
		7.44	!
			7.44

ROAD (0.00 + 38.72 + 0.00) = 38.72 dBA

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

-90	90	0.00	59.91	0.00	-7.90	0.00	0.00	0.00	-13.29	38.72
-----	----	------	-------	------	-------	------	------	------	--------	-------

---

Segment Leq : 38.72 dBA

Total Leq All Segments: 60.00 dBA

RT/Custom data, segment # 1: Transitway (day/night)

---

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

---

Angle1 Angle2 : -90.00 deg 0.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 35.10 / 35.10 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Transitway (day)

---

Source height = 0.50 m

RT/Custom (0.00 + 53.04 + 0.00) = 53.04 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	59.75	-3.69	-3.01	0.00	0.00	0.00	53.04

---

Segment Leq : 53.04 dBA

Total Leq All Segments: 53.04 dBA

Results segment # 1: Transitway (night)

---

Source height = 0.50 m

RT/Custom (0.00 + 48.50 + 0.00) = 48.50 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	55.20	-3.69	-3.01	0.00	0.00	0.00	48.50

---

Segment Leq : 48.50 dBA

Total Leq All Segments: 48.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.73  
(NIGHT): 60.29

Filename: r10.te                      Time Period: Day/Night 16/8 hours  
Description: R10 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : -44.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                      (Reflective ground surface)  
Receiver source distance : 45.06 / 45.06    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : -44.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                      (Reflective ground surface)  
Receiver source distance : 71.06 / 71.06    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

```
-----
Car traffic volume : 9715/845   veh/TimePeriod  *
Medium truck volume : 773/67    veh/TimePeriod  *
Heavy truck volume  : 552/48    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): 12000
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
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 # 3: Cope Drive (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 : 92.30 / 92.30 m
Receiver height      : 4.50 / 7.50 m
Topography          : 2           (Flat/gentle slope; with barrier)
Barrier angle1       : -90.00 deg   Angle2 : 90.00 deg
Barrier height       : 9.00 m
Barrier receiver distance : 1.00 / 1.00 m
Source elevation     : 0.00 m
Receiver elevation    : 0.00 m
Barrier elevation     : 0.00 m
Reference angle      : 0.00
```

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 59.77 + 0.00) = 59.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-44	0	0.00	70.67	0.00	-4.78	-6.12	0.00	0.00	0.00	59.77

Segment Leq : 59.77 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 57.79 + 0.00) = 57.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-44	0	0.00	70.67	0.00	-6.76	-6.12	0.00	0.00	0.00	57.79

Segment Leq : 57.79 dBA

Results segment # 3: Cope Drive (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
1.50	!	4.50	!
		4.47	!
			4.47

ROAD (0.00 + 42.22 + 0.00) = 42.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.51	0.00	-7.89	0.00	0.00	0.00	-17.40	42.22

Segment Leq : 42.22 dBA

Total Leq All Segments: 61.95 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-44	0	0.00	63.07	0.00	-4.78	-6.12	0.00	0.00	0.00	52.17

Segment Leq : 52.17 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 50.20 + 0.00) = 50.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-44	0	0.00	63.07	0.00	-6.76	-6.12	0.00	0.00	0.00	50.20

Segment Leq : 50.20 dBA

Results segment # 3: Cope Drive (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
1.50	!	7.50	!
		7.43	!
			7.43

ROAD (0.00 + 38.73 + 0.00) = 38.73 dBA

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

-90 90 0.00 59.91 0.00 -7.89 0.00 0.00 0.00 -13.30 38.73

Segment Leq : 38.73 dBA

Total Leq All Segments: 54.42 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

Angle1 Angle2 : -44.00 deg 0.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 57.74 / 57.74 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 47.77 + 0.00) = 47.77 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-44	0	0.00	59.75	-5.85	-6.12	0.00	0.00	0.00	47.77

Segment Leq : 47.77 dBA

Total Leq All Segments: 47.77 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 43.23 + 0.00) = 43.23 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-44	0	0.00	55.20	-5.85	-6.12	0.00	0.00	0.00	43.23

Segment Leq : 43.23 dBA

Total Leq All Segments: 43.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.11  
(NIGHT): 54.74



Filename: r11.te                      Time Period: Day/Night 16/8 hours  
Description: R11 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1 Angle2 : 0.00 deg 44.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 44.94 / 44.94 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1 Angle2 : 0.00 deg 44.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 70.97 / 70.97 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 59.78 + 0.00) = 59.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	44	0.00	70.67	0.00	-4.77	-6.12	0.00	0.00	0.00	59.78

Segment Leq : 59.78 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 57.80 + 0.00) = 57.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	44	0.00	70.67	0.00	-6.75	-6.12	0.00	0.00	0.00	57.80

Segment Leq : 57.80 dBA

Total Leq All Segments: 61.91 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 52.19 + 0.00) = 52.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	44	0.00	63.07	0.00	-4.77	-6.12	0.00	0.00	0.00	52.19

Segment Leq : 52.19 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 50.20 + 0.00) = 50.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	44	0.00	63.07	0.00	-6.75	-6.12	0.00	0.00	0.00	50.20

Segment Leq : 50.20 dBA

Total Leq All Segments: 54.32 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

```

-----
Angle1   Angle2       :    0.00 deg    44.00 deg
Wood depth      :          0      (No woods.)
No of house rows :          0 /  0
Surface         :          2      (Reflective ground surface)
Receiver source distance : 57.66 / 57.66 m
Receiver height  :    4.50 / 7.50 m
Topography      :          1      (Flat/gentle slope; no barrier)
Reference angle  :    0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 47.78 + 0.00) = 47.78 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	44	0.00	59.75	-5.85	-6.12	0.00	0.00	0.00	47.78

Segment Leq : 47.78 dBA

Total Leq All Segments: 47.78 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 43.24 + 0.00) = 43.24 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	44	0.00	55.20	-5.85	-6.12	0.00	0.00	0.00	43.24

Segment Leq : 43.24 dBA

Total Leq All Segments: 43.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.08  
(NIGHT): 54.64

Filename: r12.te                      Time Period: Day/Night 16/8 hours  
Description: R12 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    80.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 22.32 / 22.32    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    80.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 48.32 / 48.32    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 65.42 + 0.00) = 65.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	70.67	0.00	-1.73	-3.52	0.00	0.00	0.00	65.42

Segment Leq : 65.42 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 62.06 + 0.00) = 62.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	70.67	0.00	-5.08	-3.52	0.00	0.00	0.00	62.06

Segment Leq : 62.06 dBA

Total Leq All Segments: 67.07 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 57.82 + 0.00) = 57.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	63.07	0.00	-1.73	-3.52	0.00	0.00	0.00	57.82

Segment Leq : 57.82 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 54.47 + 0.00) = 54.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	63.07	0.00	-5.08	-3.52	0.00	0.00	0.00	54.47

Segment Leq : 54.47 dBA

Total Leq All Segments: 59.47 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

```

-----
Angle1   Angle2       :    0.00 deg    80.00 deg
Wood depth      :          0      (No woods.)
No of house rows :          0 /  0
Surface         :          2      (Reflective ground surface)
Receiver source distance : 35.01 / 35.01 m
Receiver height  :    4.50 / 7.50 m
Topography      :          1      (Flat/gentle slope; no barrier)
Reference angle  :          0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 52.54 + 0.00) = 52.54 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	59.75	-3.68	-3.52	0.00	0.00	0.00	52.54

Segment Leq : 52.54 dBA

Total Leq All Segments: 52.54 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 48.00 + 0.00) = 48.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	55.20	-3.68	-3.52	0.00	0.00	0.00	48.00

Segment Leq : 48.00 dBA

Total Leq All Segments: 48.00 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.22  
(NIGHT): 59.77

Filename: r13.te                      Time Period: Day/Night 16/8 hours  
Description: R13 (Facing Robert Grant Avenue)

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

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (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 : 17.68 / 17.68 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (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 : 43.38 / 43.38 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 69.95 + 0.00) = 69.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.67	0.00	-0.71	0.00	0.00	0.00	0.00	69.95

Segment Leq : 69.95 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 66.05 + 0.00) = 66.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.67	0.00	-4.61	0.00	0.00	0.00	0.00	66.05

Segment Leq : 66.05 dBA

Total Leq All Segments: 71.43 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 62.36 + 0.00) = 62.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-0.71	0.00	0.00	0.00	0.00	62.36

Segment Leq : 62.36 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 58.46 + 0.00) = 58.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-4.61	0.00	0.00	0.00	0.00	58.46

Segment Leq : 58.46 dBA

Total Leq All Segments: 63.84 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h



Data for Segment # 1: Transitway (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 : 30.24 / 30.24 m
Receiver height  :           4.50 / 7.50 m
Topography      :           1           (Flat/gentle slope; no barrier)
Reference angle  :           0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.75	-3.04	0.00	0.00	0.00	0.00	56.70

Segment Leq : 56.70 dBA

Total Leq All Segments: 56.70 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 52.16 + 0.00) = 52.16 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.20	-3.04	0.00	0.00	0.00	0.00	52.16

Segment Leq : 52.16 dBA

Total Leq All Segments: 52.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.58  
(NIGHT): 64.13

Filename: 14.te                      Time Period: Day/Night 16/8 hours  
Description: R14 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1 Angle2 : 0.00 deg 63.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 31.50 / 31.50 m  
Receiver height : 1.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1 Angle2 : 0.00 deg 63.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 57.60 / 57.60 m  
Receiver height : 1.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 62.88 + 0.00) = 62.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	63	0.00	70.67	0.00	-3.22	-4.56	0.00	0.00	0.00	62.88

Segment Leq : 62.88 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 60.26 + 0.00) = 60.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	63	0.00	70.67	0.00	-5.84	-4.56	0.00	0.00	0.00	60.26

Segment Leq : 60.26 dBA

Total Leq All Segments: 64.77 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 55.29 + 0.00) = 55.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	63	0.00	63.07	0.00	-3.22	-4.56	0.00	0.00	0.00	55.29

Segment Leq : 55.29 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 52.67 + 0.00) = 52.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	63	0.00	63.07	0.00	-5.84	-4.56	0.00	0.00	0.00	52.67

Segment Leq : 52.67 dBA

Total Leq All Segments: 57.18 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

```

-----
Angle1   Angle2       :    0.00 deg    63.00 deg
Wood depth      :          0      (No woods.)
No of house rows :          0 /  0
Surface         :          2      (Reflective ground surface)
Receiver source distance : 44.20 / 44.20 m
Receiver height  :    1.50 / 7.50 m
Topography      :          1      (Flat/gentle slope; no barrier)
Reference angle  :    0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 50.49 + 0.00) = 50.49 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	63	0.00	59.75	-4.69	-4.56	0.00	0.00	0.00	50.49

Segment Leq : 50.49 dBA

Total Leq All Segments: 50.49 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 45.95 + 0.00) = 45.95 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	63	0.00	55.20	-4.69	-4.56	0.00	0.00	0.00	45.95

Segment Leq : 45.95 dBA

Total Leq All Segments: 45.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.93  
 (NIGHT): 57.50

Filename: r15.te                      Time Period: Day/Night 16/8 hours  
Description: R15 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : -41.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                          (Reflective ground surface)  
Receiver source distance : 45.27 / 45.27    m  
Receiver height : 4.50 / 7.50      m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : -41.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                          (Reflective ground surface)  
Receiver source distance : 70.49 / 70.49    m  
Receiver height : 4.50 / 7.50      m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 59.44 + 0.00) = 59.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-41	0	0.00	70.67	0.00	-4.80	-6.42	0.00	0.00	0.00	59.44

Segment Leq : 59.44 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 57.52 + 0.00) = 57.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-41	0	0.00	70.67	0.00	-6.72	-6.42	0.00	0.00	0.00	57.52

Segment Leq : 57.52 dBA

Total Leq All Segments: 61.60 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 51.85 + 0.00) = 51.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-41	0	0.00	63.07	0.00	-4.80	-6.42	0.00	0.00	0.00	51.85

Segment Leq : 51.85 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 49.92 + 0.00) = 49.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-41	0	0.00	63.07	0.00	-6.72	-6.42	0.00	0.00	0.00	49.92

Segment Leq : 49.92 dBA

Total Leq All Segments: 54.00 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

```

-----
Angle1   Angle2           : -41.00 deg   0.00 deg
Wood depth      :           0           (No woods.)
No of house rows :           0 / 0
Surface         :           2           (Reflective ground surface)
Receiver source distance : 57.77 / 57.77 m
Receiver height  :    4.50 / 7.50 m
Topography      :           1           (Flat/gentle slope; no barrier)
Reference angle  :           0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 47.46 + 0.00) = 47.46 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-41	0	0.00	59.75	-5.86	-6.42	0.00	0.00	0.00	47.46

Segment Leq : 47.46 dBA

Total Leq All Segments: 47.46 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 42.92 + 0.00) = 42.92 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-41	0	0.00	55.20	-5.86	-6.42	0.00	0.00	0.00	42.92

Segment Leq : 42.92 dBA

Total Leq All Segments: 42.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.76  
(NIGHT): 54.33

Filename: r16.te                      Time Period: Day/Night 16/8 hours  
Description: R16 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    86.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 20.28 / 20.28    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    86.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 44.11 / 44.11    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00



Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 66.15 + 0.00) = 66.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	86	0.00	70.67	0.00	-1.31	-3.21	0.00	0.00	0.00	66.15

Segment Leq : 66.15 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 62.77 + 0.00) = 62.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	86	0.00	70.67	0.00	-4.68	-3.21	0.00	0.00	0.00	62.77

Segment Leq : 62.77 dBA

Total Leq All Segments: 67.79 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 58.55 + 0.00) = 58.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	86	0.00	63.07	0.00	-1.31	-3.21	0.00	0.00	0.00	58.55

Segment Leq : 58.55 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 55.18 + 0.00) = 55.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	86	0.00	63.07	0.00	-4.68	-3.21	0.00	0.00	0.00	55.18

Segment Leq : 55.18 dBA

Total Leq All Segments: 60.19 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

```

-----
Angle1   Angle2       :    0.00 deg    86.00 deg
Wood depth      :          0      (No woods.)
No of house rows :          0 /  0
Surface         :          2      (Reflective ground surface)
Receiver source distance : 32.25 / 32.25 m
Receiver height  :    4.50 / 7.50 m
Topography      :          1      (Flat/gentle slope; no barrier)
Reference angle  :          0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 53.21 + 0.00) = 53.21 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	86	0.00	59.75	-3.32	-3.21	0.00	0.00	0.00	53.21

Segment Leq : 53.21 dBA

Total Leq All Segments: 53.21 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 48.67 + 0.00) = 48.67 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	86	0.00	55.20	-3.32	-3.21	0.00	0.00	0.00	48.67

Segment Leq : 48.67 dBA

Total Leq All Segments: 48.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.94  
(NIGHT): 60.49

Filename: r17.te                      Time Period: Day/Night 16/8 hours  
Description: R17 (Facing Robert Grant Avenue)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (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 : 15.70 / 15.70    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (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 : 39.25 / 39.25    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 70.47 + 0.00) = 70.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.67	0.00	-0.20	0.00	0.00	0.00	0.00	70.47

Segment Leq : 70.47 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 66.49 + 0.00) = 66.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.67	0.00	-4.18	0.00	0.00	0.00	0.00	66.49

Segment Leq : 66.49 dBA

Total Leq All Segments: 71.93 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 62.87 + 0.00) = 62.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-0.20	0.00	0.00	0.00	0.00	62.87

Segment Leq : 62.87 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 58.89 + 0.00) = 58.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-4.18	0.00	0.00	0.00	0.00	58.89

Segment Leq : 58.89 dBA

Total Leq All Segments: 64.33 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (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 : 27.50 / 27.50 m
Receiver height  :           4.50 / 7.50 m
Topography      :           1           (Flat/gentle slope; no barrier)
Reference angle  :           0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 57.11 + 0.00) = 57.11 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.75	-2.63	0.00	0.00	0.00	0.00	57.11

Segment Leq : 57.11 dBA

Total Leq All Segments: 57.11 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 52.57 + 0.00) = 52.57 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.20	-2.63	0.00	0.00	0.00	0.00	52.57

Segment Leq : 52.57 dBA

Total Leq All Segments: 52.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.07  
(NIGHT): 64.61

Filename: r18.te                      Time Period: Day/Night 16/8 hours  
Description: R18 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : -63.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                          (Reflective ground surface)  
Receiver source distance : 31.70 / 31.70    m  
Receiver height : 4.50 / 7.50      m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : -63.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                          (Reflective ground surface)  
Receiver source distance : 57.70 / 57.70    m  
Receiver height : 4.50 / 7.50      m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

```
-----
Car traffic volume : 9715/845   veh/TimePeriod  *
Medium truck volume : 773/67    veh/TimePeriod  *
Heavy truck volume : 552/48     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): 12000
Percentage of Annual Growth      : 0.00
Number of Years of Growth       : 0.00
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 # 3: Cope Drive (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 : 48.90 / 48.90 m
Receiver height     : 4.50 / 7.50 m
Topography         : 2          (Flat/gentle slope; with barrier)
Barrier angle1      : -90.00 deg  Angle2 : 90.00 deg
Barrier height      : 9.00 m
Barrier receiver distance : 1.00 / 1.00 m
Source elevation    : 0.00 m
Receiver elevation   : 0.00 m
Barrier elevation    : 0.00 m
Reference angle     : 0.00
```

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 62.86 + 0.00) = 62.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-63	0	0.00	70.67	0.00	-3.25	-4.56	0.00	0.00	0.00	62.86

Segment Leq : 62.86 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 60.26 + 0.00) = 60.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-63	0	0.00	70.67	0.00	-5.85	-4.56	0.00	0.00	0.00	60.26

Segment Leq : 60.26 dBA

Results segment # 3: Cope Drive (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.50	!	4.50	!
		4.44	!
			4.44

ROAD (0.00 + 44.87 + 0.00) = 44.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.51	0.00	-5.13	0.00	0.00	0.00	-17.51	44.87

Segment Leq : 44.87 dBA

Total Leq All Segments: 64.81 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-63	0	0.00	63.07	0.00	-3.25	-4.56	0.00	0.00	0.00	55.26

Segment Leq : 55.26 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 52.66 + 0.00) = 52.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-63	0	0.00	63.07	0.00	-5.85	-4.56	0.00	0.00	0.00	52.66

Segment Leq : 52.66 dBA

Results segment # 3: Cope Drive (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.50	!	7.50	!
		7.38	!
			7.38

ROAD (0.00 + 41.13 + 0.00) = 41.13 dBA

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



-90 90 0.00 59.91 0.00 -5.13 0.00 0.00 0.00 -13.65 41.13

Segment Leq : 41.13 dBA

Total Leq All Segments: 57.27 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

Angle1 Angle2 : -63.00 deg 0.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 46.50 / 46.50 m  
Receiver height : 1.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 50.27 + 0.00) = 50.27 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-63	0	0.00	59.75	-4.91	-4.56	0.00	0.00	0.00	50.27

Segment Leq : 50.27 dBA

Total Leq All Segments: 50.27 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 45.73 + 0.00) = 45.73 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-63	0	0.00	55.20	-4.91	-4.56	0.00	0.00	0.00	45.73

Segment Leq : 45.73 dBA

Total Leq All Segments: 45.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.96  
(NIGHT): 57.56

Filename: r19.te                      Time Period: Day/Night 16/8 hours  
Description: R19 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    67.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 33.70 / 33.70    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    67.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 59.70 / 59.70    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

```
-----
Car traffic volume : 9715/845   veh/TimePeriod *
Medium truck volume : 773/67    veh/TimePeriod *
Heavy truck volume : 552/48     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): 12000
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
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 # 3: Cope Drive (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 : 74.40 / 74.40 m
Receiver height     : 4.50 / 7.50 m
Topography         : 2          (Flat/gentle slope; with barrier)
Barrier angle1      : -24.00 deg  Angle2 : 45.00 deg
Barrier height      : 9.00 m
Barrier receiver distance : 25.40 / 25.40 m
Source elevation    : 0.00 m
Receiver elevation  : 0.00 m
Barrier elevation    : 0.00 m
Reference angle     : 0.00
```

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 62.86 + 0.00) = 62.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	67	0.00	70.67	0.00	-3.52	-4.29	0.00	0.00	0.00	62.86

Segment Leq : 62.86 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 60.37 + 0.00) = 60.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	67	0.00	70.67	0.00	-6.00	-4.29	0.00	0.00	0.00	60.37

Segment Leq : 60.37 dBA

Results segment # 3: Cope Drive (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.50	!	4.50	!	3.47	!	3.47

ROAD (56.20 + 39.56 + 54.54) = 58.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-24	0.00	67.51	0.00	-6.95	-4.36	0.00	0.00	0.00	56.20
-24	45	0.00	67.51	0.00	-6.95	-4.16	0.00	0.00	-16.83	39.56
45	90	0.00	67.51	0.00	-6.95	-6.02	0.00	0.00	0.00	54.54

Segment Leq : 58.51 dBA

Total Leq All Segments: 65.72 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	67	0.00	63.07	0.00	-3.52	-4.29	0.00	0.00	0.00	55.26

Segment Leq : 55.26 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 52.78 + 0.00) = 52.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	67	0.00	63.07	0.00	-6.00	-4.29	0.00	0.00	0.00	52.78

Segment Leq : 52.78 dBA

Results segment # 3: Cope Drive (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.50	!	7.50	!	5.45	!	5.45

ROAD (48.60 + 35.70 + 46.94) = 50.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-24	0.00	59.91	0.00	-6.95	-4.36	0.00	0.00	0.00	48.60
-24	45	0.00	59.91	0.00	-6.95	-4.16	0.00	0.00	-13.10	35.70
45	90	0.00	59.91	0.00	-6.95	-6.02	0.00	0.00	0.00	46.94

Segment Leq : 50.99 dBA

Total Leq All Segments: 58.14 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

Angle1 Angle2 : 0.00 deg 61.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 46.30 / 46.30 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	61	0.00	59.75	-4.89	-4.70	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 50.15 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 45.61 + 0.00) = 45.61 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	61	0.00	55.20	-4.89	-4.70	0.00	0.00	0.00	45.61

Segment Leq : 45.61 dBA

Total Leq All Segments: 45.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.84  
(NIGHT): 58.37

Filename: r20.te                      Time Period: Day/Night 16/8 hours  
Description: R20 (Internal Units)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : -70.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                      (Reflective ground surface)  
Receiver source distance : 27.40 / 27.40    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : -70.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                      (Reflective ground surface)  
Receiver source distance : 53.40 / 53.40    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Cope Drive (day/night)

```
-----
Car traffic volume : 9715/845   veh/TimePeriod  *
Medium truck volume : 773/67    veh/TimePeriod  *
Heavy truck volume : 552/48     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): 12000
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
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 # 3: Cope Drive (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 : 92.20 / 92.20 m
Receiver height     : 4.50 / 7.50 m
Topography         : 2          (Flat/gentle slope; with barrier)
Barrier angle1      : -90.00 deg  Angle2 : 90.00 deg
Barrier height      : 9.00 m
Barrier receiver distance : 1.00 / 1.00 m
Source elevation    : 0.00 m
Receiver elevation   : 0.00 m
Barrier elevation    : 0.00 m
Reference angle     : 0.00
```

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 63.95 + 0.00) = 63.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-70	0	0.00	70.67	0.00	-2.62	-4.10	0.00	0.00	0.00	63.95

Segment Leq : 63.95 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 61.05 + 0.00) = 61.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-70	0	0.00	70.67	0.00	-5.51	-4.10	0.00	0.00	0.00	61.05

Segment Leq : 61.05 dBA

Results segment # 3: Cope Drive (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of
Height (m)	! Height (m)	! Height (m)	Barrier Top (m)
1.50	!	4.50	!
		4.47	!
			4.47

ROAD (0.00 + 42.22 + 0.00) = 42.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.51	0.00	-7.89	0.00	0.00	0.00	-17.40	42.22

Segment Leq : 42.22 dBA

Total Leq All Segments: 65.77 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 56.35 + 0.00) = 56.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-70	0	0.00	63.07	0.00	-2.62	-4.10	0.00	0.00	0.00	56.35

Segment Leq : 56.35 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 53.45 + 0.00) = 53.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-70	0	0.00	63.07	0.00	-5.51	-4.10	0.00	0.00	0.00	53.45

Segment Leq : 53.45 dBA

Results segment # 3: Cope Drive (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of
Height (m)	! Height (m)	! Height (m)	Barrier Top (m)
1.50	!	7.50	!
		7.43	!
			7.43

ROAD (0.00 + 38.73 + 0.00) = 38.73 dBA

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



-90 90 0.00 59.91 0.00 -7.89 0.00 0.00 0.00 -13.30 38.73

Segment Leq : 38.73 dBA

Total Leq All Segments: 58.20 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

Angle1 Angle2 : -62.00 deg 0.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 44.60 / 44.60 m  
Receiver height : 1.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 50.38 + 0.00) = 50.38 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-62	0	0.00	59.75	-4.73	-4.63	0.00	0.00	0.00	50.38

Segment Leq : 50.38 dBA

Total Leq All Segments: 50.38 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 45.84 + 0.00) = 45.84 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-62	0	0.00	55.20	-4.73	-4.63	0.00	0.00	0.00	45.84

Segment Leq : 45.84 dBA

Total Leq All Segments: 45.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.89  
(NIGHT): 58.44

Filename: r21.te                      Time Period: Day/Night 16/8 hours  
Description: R21 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    70.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 27.70 / 27.70    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : 0.00 deg    70.00 deg  
Wood depth : 0            (No woods.)  
No of house rows : 0 / 0  
Surface : 2            (Reflective ground surface)  
Receiver source distance : 53.70 / 53.70    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1            (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 63.90 + 0.00) = 63.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	70	0.00	70.67	0.00	-2.66	-4.10	0.00	0.00	0.00	63.90

Segment Leq : 63.90 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 61.03 + 0.00) = 61.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	70	0.00	70.67	0.00	-5.54	-4.10	0.00	0.00	0.00	61.03

Segment Leq : 61.03 dBA

Total Leq All Segments: 65.71 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 56.30 + 0.00) = 56.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	70	0.00	63.07	0.00	-2.66	-4.10	0.00	0.00	0.00	56.30

Segment Leq : 56.30 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 53.43 + 0.00) = 53.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	70	0.00	63.07	0.00	-5.54	-4.10	0.00	0.00	0.00	53.43

Segment Leq : 53.43 dBA

Total Leq All Segments: 58.11 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

```

-----
Angle1   Angle2       :    0.00 deg    63.00 deg
Wood depth      :          0      (No woods.)
No of house rows :          0 /  0
Surface         :          2      (Reflective ground surface)
Receiver source distance : 40.40 / 40.40 m
Receiver height  :    4.50 / 7.50 m
Topography      :          1      (Flat/gentle slope; no barrier)
Reference angle  :    0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	63	0.00	59.75	-4.30	-4.56	0.00	0.00	0.00	50.88

Segment Leq : 50.88 dBA

Total Leq All Segments: 50.88 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 46.34 + 0.00) = 46.34 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	63	0.00	55.20	-4.30	-4.56	0.00	0.00	0.00	46.34

Segment Leq : 46.34 dBA

Total Leq All Segments: 46.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.85  
(NIGHT): 58.39

Filename: r22.te                      Time Period: Day/Night 16/8 hours  
Description: R22 (Internal Unit)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : -64.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                      (Reflective ground surface)  
Receiver source distance : 28.00 / 28.00    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : -64.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                      (Reflective ground surface)  
Receiver source distance : 53.20 / 53.20    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 63.46 + 0.00) = 63.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-64	0	0.00	70.67	0.00	-2.71	-4.49	0.00	0.00	0.00	63.46

Segment Leq : 63.46 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 60.68 + 0.00) = 60.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-64	0	0.00	70.67	0.00	-5.50	-4.49	0.00	0.00	0.00	60.68

Segment Leq : 60.68 dBA

Total Leq All Segments: 65.30 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 55.87 + 0.00) = 55.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-64	0	0.00	63.07	0.00	-2.71	-4.49	0.00	0.00	0.00	55.87

Segment Leq : 55.87 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-64	0	0.00	63.07	0.00	-5.50	-4.49	0.00	0.00	0.00	53.08

Segment Leq : 53.08 dBA

Total Leq All Segments: 57.71 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

```

-----
Angle1   Angle2           : -64.00 deg   0.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 /  0
Surface         :           2       (Reflective ground surface)
Receiver source distance : 40.40 / 40.40 m
Receiver height  :           4.50 / 7.50 m
Topography      :           1       (Flat/gentle slope; no barrier)
Reference angle  :           0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 50.95 + 0.00) = 50.95 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-64	0	0.00	59.75	-4.30	-4.49	0.00	0.00	0.00	50.95

Segment Leq : 50.95 dBA

Total Leq All Segments: 50.95 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 46.41 + 0.00) = 46.41 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-64	0	0.00	55.20	-4.30	-4.49	0.00	0.00	0.00	46.41

Segment Leq : 46.41 dBA

Total Leq All Segments: 46.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.46  
(NIGHT): 58.02

Filename: r23.te                      Time Period: Day/Night 16/8 hours  
Description: R23 (Facing Haliburton Heights)

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

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1    Angle2 : -72.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                      (Reflective ground surface)  
Receiver source distance : 31.40 / 31.40    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232    veh/TimePeriod    \*  
Medium truck volume : 1127/98      veh/TimePeriod    \*  
Heavy truck volume : 805/70        veh/TimePeriod    \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1    Angle2 : -72.00 deg    0.00 deg  
Wood depth : 0                      (No woods.)  
No of house rows : 0 / 0  
Surface : 2                      (Reflective ground surface)  
Receiver source distance : 54.90 / 54.90    m  
Receiver height : 4.50 / 7.50    m  
Topography : 1                      (Flat/gentle slope; no barrier)  
Reference angle : 0.00



Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 63.48 + 0.00) = 63.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-72	0	0.00	70.67	0.00	-3.21	-3.98	0.00	0.00	0.00	63.48

Segment Leq : 63.48 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 61.05 + 0.00) = 61.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-72	0	0.00	70.67	0.00	-5.63	-3.98	0.00	0.00	0.00	61.05

Segment Leq : 61.05 dBA

Total Leq All Segments: 65.44 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 55.88 + 0.00) = 55.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-72	0	0.00	63.07	0.00	-3.21	-3.98	0.00	0.00	0.00	55.88

Segment Leq : 55.88 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 53.45 + 0.00) = 53.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-72	0	0.00	63.07	0.00	-5.63	-3.98	0.00	0.00	0.00	53.45

Segment Leq : 53.45 dBA

Total Leq All Segments: 57.84 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

```

-----
Angle1   Angle2           : -72.00 deg   0.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           2       (Reflective ground surface)
Receiver source distance : 43.20 / 43.20 m
Receiver height  :           4.50 / 7.50 m
Topography      :           1       (Flat/gentle slope; no barrier)
Reference angle  :           0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 51.17 + 0.00) = 51.17 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-72	0	0.00	59.75	-4.59	-3.98	0.00	0.00	0.00	51.17

Segment Leq : 51.17 dBA

Total Leq All Segments: 51.17 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 46.63 + 0.00) = 46.63 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-72	0	0.00	55.20	-4.59	-3.98	0.00	0.00	0.00	46.63

Segment Leq : 46.63 dBA

Total Leq All Segments: 46.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.60  
(NIGHT): 58.16

Filename: r24.te                      Time Period: Day/Night 16/8 hours  
Description: R24 (Facing Haliburton Heights)

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

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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: Arterial (N) (day/night)

-----  
Angle1 Angle2 : -61.00 deg 0.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 40.70 / 40.70 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Arterial (S) (day/night)

-----  
Car traffic volume : 14168/1232 veh/TimePeriod \*  
Medium truck volume : 1127/98 veh/TimePeriod \*  
Heavy truck volume : 805/70 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 1 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17500  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
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 # 2: Arterial (S) (day/night)

-----  
Angle1 Angle2 : -61.00 deg 0.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 64.20 / 64.20 m  
Receiver height : 4.50 / 7.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Arterial (N) (day)

Source height = 1.50 m

ROAD (0.00 + 61.63 + 0.00) = 61.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-61	0	0.00	70.67	0.00	-4.34	-4.70	0.00	0.00	0.00	61.63

Segment Leq : 61.63 dBA

Results segment # 2: Arterial (S) (day)

Source height = 1.50 m

ROAD (0.00 + 59.65 + 0.00) = 59.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-61	0	0.00	70.67	0.00	-6.31	-4.70	0.00	0.00	0.00	59.65

Segment Leq : 59.65 dBA

Total Leq All Segments: 63.76 dBA

Results segment # 1: Arterial (N) (night)

Source height = 1.50 m

ROAD (0.00 + 54.03 + 0.00) = 54.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-61	0	0.00	63.07	0.00	-4.34	-4.70	0.00	0.00	0.00	54.03

Segment Leq : 54.03 dBA

Results segment # 2: Arterial (S) (night)

Source height = 1.50 m

ROAD (0.00 + 52.06 + 0.00) = 52.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-61	0	0.00	63.07	0.00	-6.31	-4.70	0.00	0.00	0.00	52.06

Segment Leq : 52.06 dBA

Total Leq All Segments: 56.17 dBA

RT/Custom data, segment # 1: Transitway (day/night)

1 - Bus:

Traffic volume : 410/72 veh/TimePeriod  
Speed : 60 km/h

Data for Segment # 1: Transitway (day/night)

```

-----
Angle1   Angle2           : -61.00 deg   0.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 /  0
Surface         :           2       (Reflective ground surface)
Receiver source distance : 52.50 / 52.50 m
Receiver height  :    4.50 / 7.50 m
Topography      :           1       (Flat/gentle slope; no barrier)
Reference angle  :           0.00
  
```

Results segment # 1: Transitway (day)

Source height = 0.50 m

RT/Custom (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-61	0	0.00	59.75	-5.44	-4.70	0.00	0.00	0.00	49.61

Segment Leq : 49.61 dBA

Total Leq All Segments: 49.61 dBA

Results segment # 1: Transitway (night)

Source height = 0.50 m

RT/Custom (0.00 + 45.06 + 0.00) = 45.06 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-61	0	0.00	55.20	-5.44	-4.70	0.00	0.00	0.00	45.06

Segment Leq : 45.06 dBA

Total Leq All Segments: 45.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.93  
 (NIGHT): 56.49

## **APPENDIX C**

### **Building Component Assessment (AIF Analysis)**

TABLE 5: Acoustic Insulation Factor for Various Types of Windows

Window area as a percentage of total floor area of room (1)													Single glazing	Double glazing of indicated glass thickness						Triple glazing	
4	5	6	8	10	13	16	20	25	32	40	50	63	80	Thickness	2mm and 3mm glass	3mm and 4mm glass	4mm and 5mm glass	5mm and 6mm glass	6mm and 8mm glass	3mm, 3mm and 3mm glass	3mm, 3mm and 6mm glass
Acoustic Insulation Factor (AIR) (2)													Thickness	Interpane spacing in mm (3)						Interpane spacings in mm (5)	
35	34	33	32	31	30	29	28	27	26	25	24	23	22	3mm	5	6	13	16	20	25	30, 3mm and 3mm glass
36	35	34	33	32	31	30	29	28	27	26	25	24	23	3mm	13	6	15	20	25	30	3mm and 6mm glass
37	36	35	34	33	32	31	30	29	28	27	26	25	24	3mm	15	6	18	25	32	40	3mm and 3mm, 3mm and 6mm glass
38	37	36	35	34	33	32	31	30	29	28	27	26	25	4mm, 6mm	18	13	6	20	25	30	
39	38	37	36	35	34	33	32	31	30	29	28	27	26		12	16	13	6	20	25	6, 6
40	39	38	37	36	35	34	33	32	31	30	29	28	27	9mm (4)	28	20	16	13	13	16	6, 10
41	40	39	38	37	36	35	34	33	32	31	30	29	28		35	25	20	16	16	20	6, 15
42	41	40	39	38	37	36	35	34	33	32	31	30	29	12mm (4)	42	32	25	20	20	25	6, 20
43	42	41	40	39	38	37	36	35	34	33	32	31	30		50	40	32	25	24	30	6, 30
44	43	42	41	40	39	38	37	36	35	34	33	32	31		53	50	40	32	30	30	6, 40
45	44	43	42	41	40	39	38	37	36	35	34	33	32		80	63	50	40	37	40	6, 50
46	45	44	43	42	41	40	39	38	37	36	35	34	33		100	80	63	55	50	40	6, 65
47	46	45	44	43	42	41	40	39	38	37	36	35	34		125	100	80	75	70	40	6, 80
48	47	46	45	44	43	42	41	40	39	38	37	36	35		130	125	100	95	90	40	6, 100
49	48	47	46	45	44	43	42	41	40	39	38	37	36			150	125	110	100	40	
50	49	48	47	46	45	44	43	42	41	40	39	38	37			150	135	125	125	40	6, 100

Source: National Research Council, Division of Building Research, June 1980.

Explanatory Notes:

- 1) Where the calculated percentage window area is not presented as a column heading, the nearest percentage column in the table values should be used.
- 2) AIR data listed in the table are for well-fitted weatherstripped units that can be opened. The AIR values apply only when the windows are closed. For windows fixed and sealed to the frame, add three (3) to the AIR given in the table. The nearest listed values should be used.
- 3) If the interpane spacing or glass thickness for a specific double glazed window is not listed in the table, the nearest listed values should be used.
- 4) The AIR ratings for 9mm and 12mm glass are for laminated glass only; for solid glass subtract two (2) from the AIR values listed in the table.
- 5) If the interpane spacings for a specific triple-glazed window are not listed in the table, use the listed case whose combined spacings are nearest the actual combined spacing.
- 6) The AIR data listed in the table are for typical windows, but details of glass mounting, window seals, etc. may result in slightly different performance for some manufacturers' products. If laboratory sound transmission loss data (conforming to ASTM test method E-90) are available, these should be used to calculate the AIR.

Table 6.3 - Acoustic Insulation Factor for Various Types of Exterior Wall

	Percentage of exterior wall area to total floor area of room											Type of Exterior Wall
	16	20	25	32	40	50	63	80	100	125	160	
Acoustic	39	38	37	36	35	34	33	32	31	30	29	EW1
Insulation	41	40	39	38	37	36	35	34	33	32	31	EW2
Factor	44	43	42	41	40	39	38	37	36	35	34	EW3
	47	46	45	44	43	42	41	40	39	38	37	EW4
	48	47	46	45	44	43	42	41	40	39	38	EW1R
	49	48	47	46	45	44	43	42	41	40	39	EW2R
	50	49	48	47	46	45	44	43	42	41	40	EW3R
	55	54	53	52	51	50	49	48	47	46	45	EW5
	56	55	54	53	52	51	50	49	48	47	46	EW4R
	58	57	56	55	54	53	52	51	50	49	48	EW6
	59	58	57	56	55	54	53	52	51	50	49	EW7 or EW5R
	63	62	61	60	59	58	57	56	55	54	53	EW8

Source : National Research Council, Division of Building Research, December 1980.

Explanatory Notes :

- 1) Where the calculated percentage wall area is not presented as a column heading, the nearest percentage column in the table should be used.
- 2) The common structure of walls EW1 to EW5 is composed of 12.7 mm gypsum board, vapour barrier, and 38 x 89 mm studs with 50 mm (or thicker) mineral wool or glass fibre batts in inter-stud cavities.
- 3) EW1 denotes exterior wall as in Note 2), plus sheathing, plus wood siding or metal siding and fibre backer board.  
EW2 denotes exterior wall as in Note 2), plus rigid insulation (25-30 mm), and wood siding or metal siding and fibre backer board.  
EW3 denotes simulated mansard with structure as in Note 2), plus sheathing, 28 x 89 mm framing, sheathing, and asphalt roofing material.  
EW4 denotes exterior wall as in Note 2), plus sheathing and 20 mm stucco.  
EW5 denotes exterior wall as in Note 2), plus sheathing, 25 mm air space, 100 mm brick veneer.  
EW6 denotes exterior wall composed of 12.7 mm gypsum board, rigid insulation (25-50 mm), 100 mm back-up block, 100 mm face brick.  
EW7 denotes exterior wall composed of 12.7 mm gypsum board, rigid insulation (25-50 mm), 140 mm back-up block, 100 mm face brick.  
EW8 denotes exterior wall composed of 12.7 mm gypsum board, rigid insulation (25-50 mm), 200 mm concrete.
- 4) R signifies the mounting of the interior gypsum board on resilient clips.
- 5) An exterior wall conforming to rainscreen design principles and composed of 12.7 mm gypsum board, 100 mm concrete block, rigid insulation (25-50 mm), 25 mm air space, and 100 mm brick veneer has the same AIF as EW6.
- 6) An exterior wall described in EW1 with the addition of rigid insulation (25-50 mm) between the sheathing and the external finish has the same AIF as EW2.



TABLE 4: Chart for redistributing AIF requirements to compensate for components whose AIF's deviate from the average required value. Values in the body of the table indicate the percentage of transmitted sound power above (+ve) or below (-ve) the specified average sound power per component

Component AIF minus Average Required AIF	Total No. of Components					
	2	3	4	5	6	
10 or more	-45	-30	-22	-18	-15	Percentage change in total transmitted sound power
9	-44	-29	-22	-18	-15	
8	-42	-28	-21	-17	-14	
7	-40	-27	-20	-16	-13	
6	-37	-25	-19	-15	-12	
5	-34	-23	-17	-14	-10	
4	-30	-20	-15	-12	-11	
3	-25	-17	-12	-10	-8	
2	-18	-12	-9	-7	-6	
1	-10	-7	-5	-4	-3	
0	0	0	0	0	0	
-1	13	9	6	5	4	
-2	29	20	15	12	10	
-3	50	33	25	20	17	
-4	76	50	38	30	25	
-5	108	72	54	43	36	

Worksheet for Table 4 (using Example 1) (Facing Robert Grant Way)

Outdoor Noise Exposure Forecast \_\_\_\_\_  
 Number of components \_\_\_\_\_ 3 \_\_\_\_\_  
 Type of Room \_\_\_\_\_ Residential living or dining (R17) \_\_\_\_\_

Averaged Required AIF \_\_\_\_\_ 34 \_\_\_\_\_  
 (from Table 3)

Component	AIF	AIF Minus Average Required AIF	Increase in Transmitted Sound
Exterior Wall	43 (EW1R)	9	-29
Window	32	-2	20

Overall increase in total transmitted sound power =  $\frac{-9.0\%}{(\text{sum of column above})}$

TABLE 4: Chart for redistributing AIF requirements to compensate for components whose AIF's deviate from the average required value. Values in the body of the table indicate the percentage of transmitted sound power above (+ve) or below (-ve) the specified average sound power per component

Component AIF minus Average Required AIF	Total No. of Components					
	2	3	4	5	6	
10 or more	-45	-30	-22	-18	-15	Percentage change in total transmitted sound power
9	-44	-29	-22	-18	-15	
8	-42	-28	-21	-17	-14	
7	-40	-27	-20	-16	-13	
6	-37	-25	-19	-15	-12	
5	-34	-23	-17	-14	-10	
4	-30	-20	-15	-12	-11	
3	-25	-17	-12	-10	-8	
2	-18	-12	-9	-7	-6	
1	-10	-7	-5	-4	-3	
0	0	0	0	0	0	
-1	13	9	6	5	4	
-2	29	20	15	12	10	
-3	50	33	25	20	17	
-4	76	50	38	30	25	
-5	108	72	54	43	36	

Worksheet for Table 4 (using Example 1) (Facing Cope Drive)

Outdoor Noise Exposure Forecast \_\_\_\_\_  
 Number of components \_\_\_\_\_ 3 \_\_\_\_\_  
 Type of Room \_\_\_\_\_ Residential bedroom (R2) \_\_\_\_\_

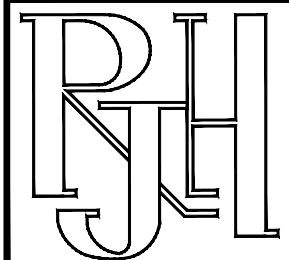
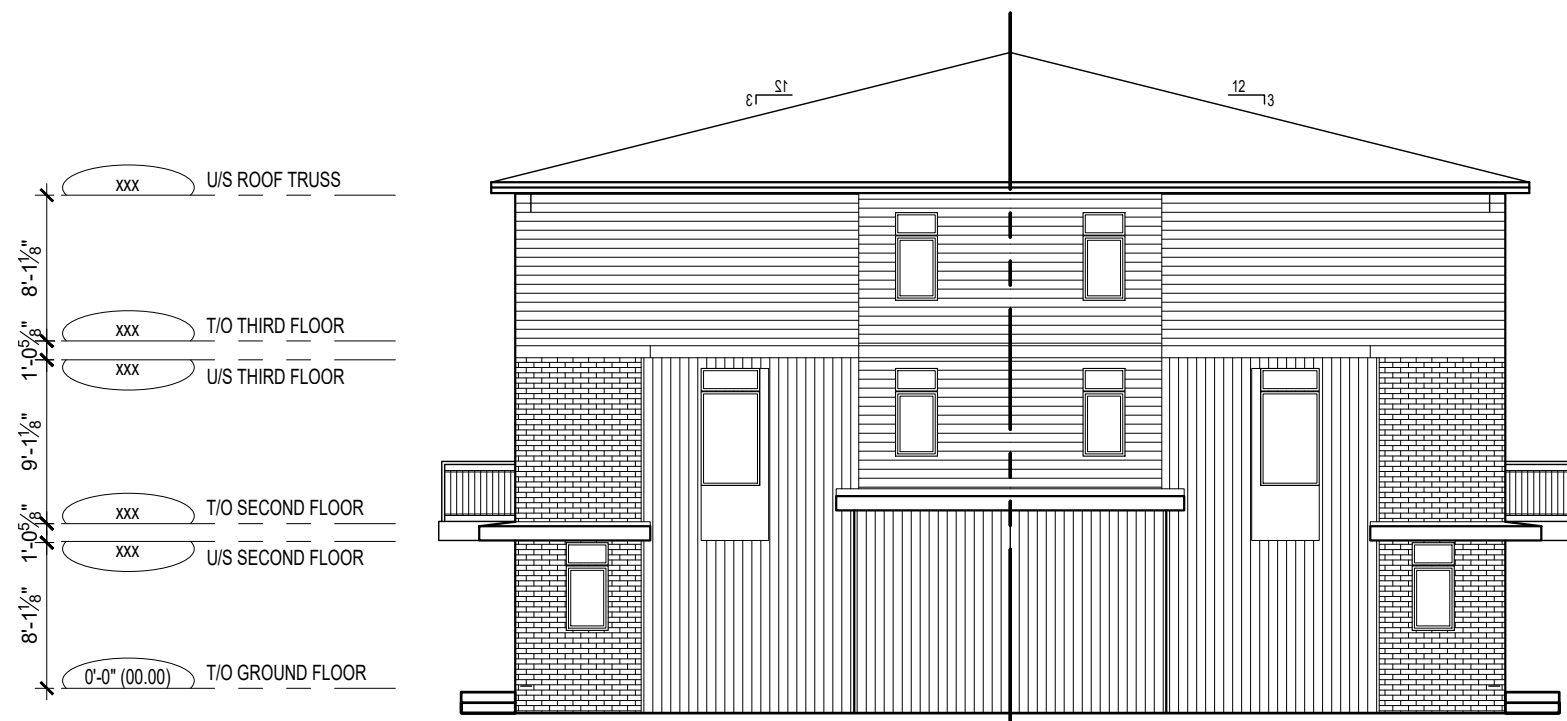
Averaged Required AIF \_\_\_\_\_ 28 \_\_\_\_\_  
 (from Table 3)

Component	AIF	AIF Minus Average Required AIF	Increase in Transmitted Sound
Exterior Wall	(EW1)	4	-20
Window	26	-2	20
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....

Overall increase in total transmitted sound power =  $\frac{0.0\%}{(\text{sum of column above})}$

**APPENDIX D**

**117089-GR (Grading Plan)  
Elevation Plans  
Floor Plans  
Site Plan**



Rosaline J. Hill  
Architect Inc.

414 Churchill Ave. N., Ottawa,  
ON, K1Z 5C6 • 613-853-2822  
www.rjhill.ca • rosaline@rjhill.ca

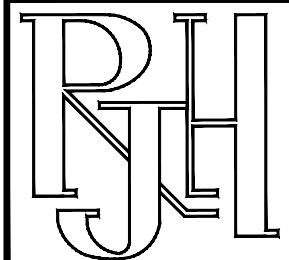
01 | 2019/02/14 | ISSUED FOR REVIEW

**FERNBANK CROSSING**  
Corner of Robert Grant Ave & Cope Drive, Ottawa  
DATE FEB 06 2019 SCALE: 3/32" = 1'-0"  
Blocks 1 & 4  
Elevations - Frontal & Ends

xxx U/S ROOF TRUSS  
 8'-1 1/8"  
 1'-0 5/8" T/O THIRD FLOOR  
 xxx U/S THIRD FLOOR  
 9'-1 1/8"  
 1'-0 5/8" T/O SECOND FLOOR  
 xxx U/S SECOND FLOOR  
 8'-1 1/8"  
 0'-0" (00.00) T/O GROUND FLOOR



xxx U/S ROOF TRUSS  
 8'-1 1/8"  
 1'-0 5/8" T/O THIRD FLOOR  
 xxx U/S THIRD FLOOR  
 9'-1 1/8"  
 1'-0 5/8" T/O SECOND FLOOR  
 xxx U/S SECOND FLOOR  
 8'-1 1/8"  
 0'-0" (00.00) T/O GROUND FLOOR

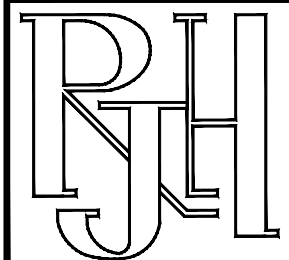
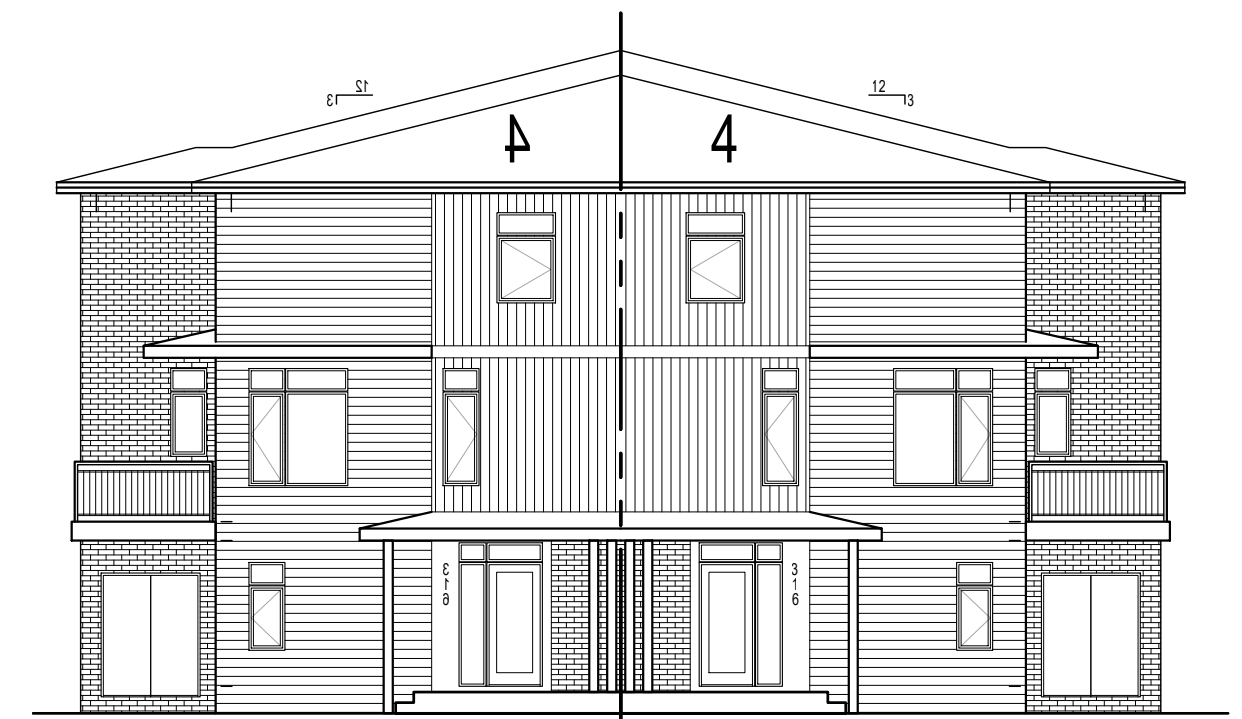
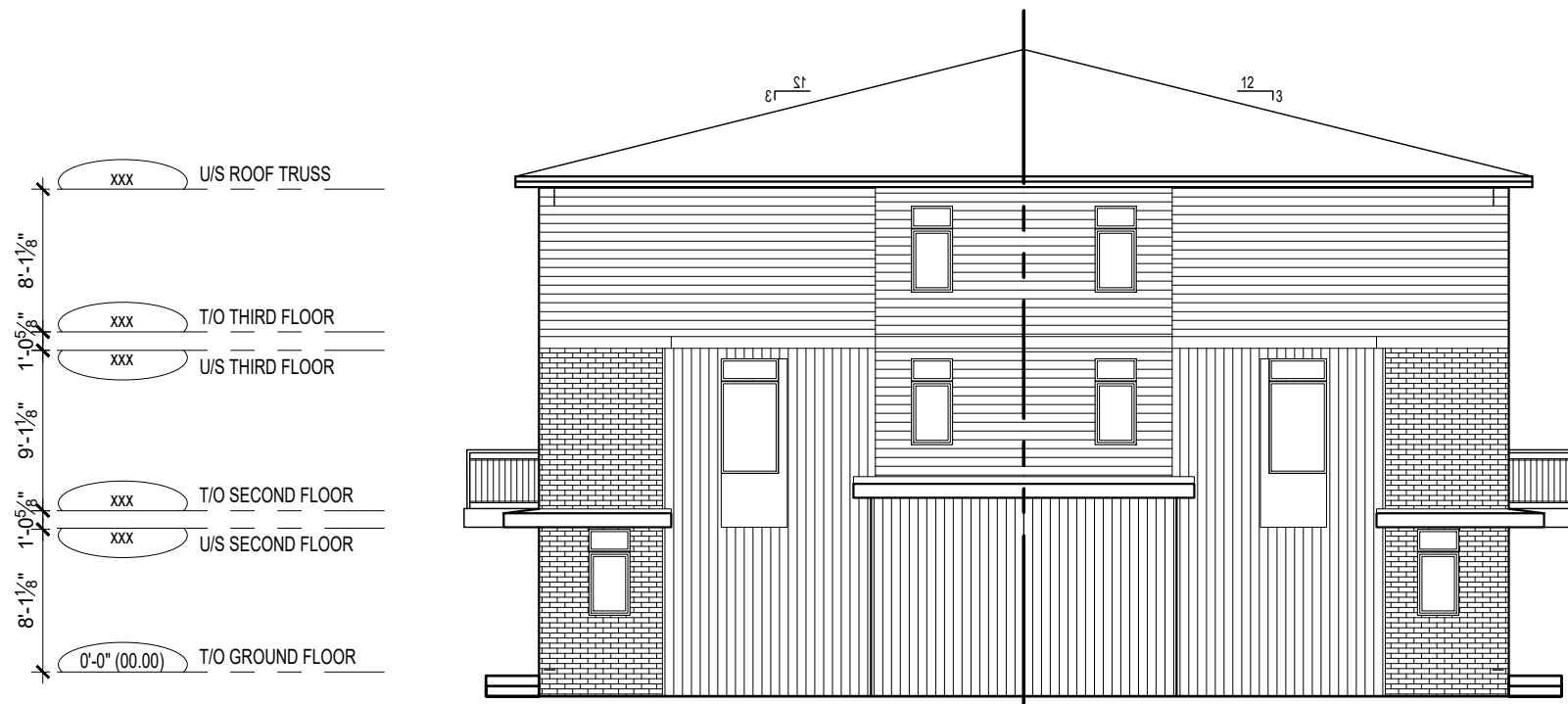


Rosaline J. Hill  
 Architect Inc.

414 Churchill Ave. N., Ottawa,  
 ON, K1Z 5C6 • 613-853-2822  
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FERNBANK CROSSING  
 Corner of Robert Grant Ave & Cope Drive, Ottawa  
 DATE FEB 06 2019 SCALE: 3/32" = 1'-0"  
 Blocks 2 & 3  
 Elevations - Frontal & Ends



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xxx U/S ROOF TRUSS

8'-1 1/8"

1'-0 5/8" T/O THIRD FLOOR

xxx U/S THIRD FLOOR

9'-1 1/8"

1'-0 5/8" T/O SECOND FLOOR

xxx U/S SECOND FLOOR

8'-1 1/8"

0'-0" (00.00) T/O GROUND FLOOR



xxx U/S ROOF TRUSS

8'-1 1/8"

1'-0 5/8" T/O THIRD FLOOR

xxx U/S THIRD FLOOR

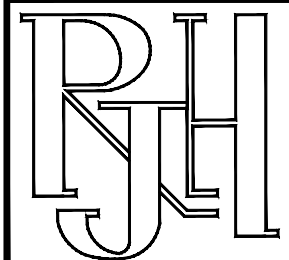
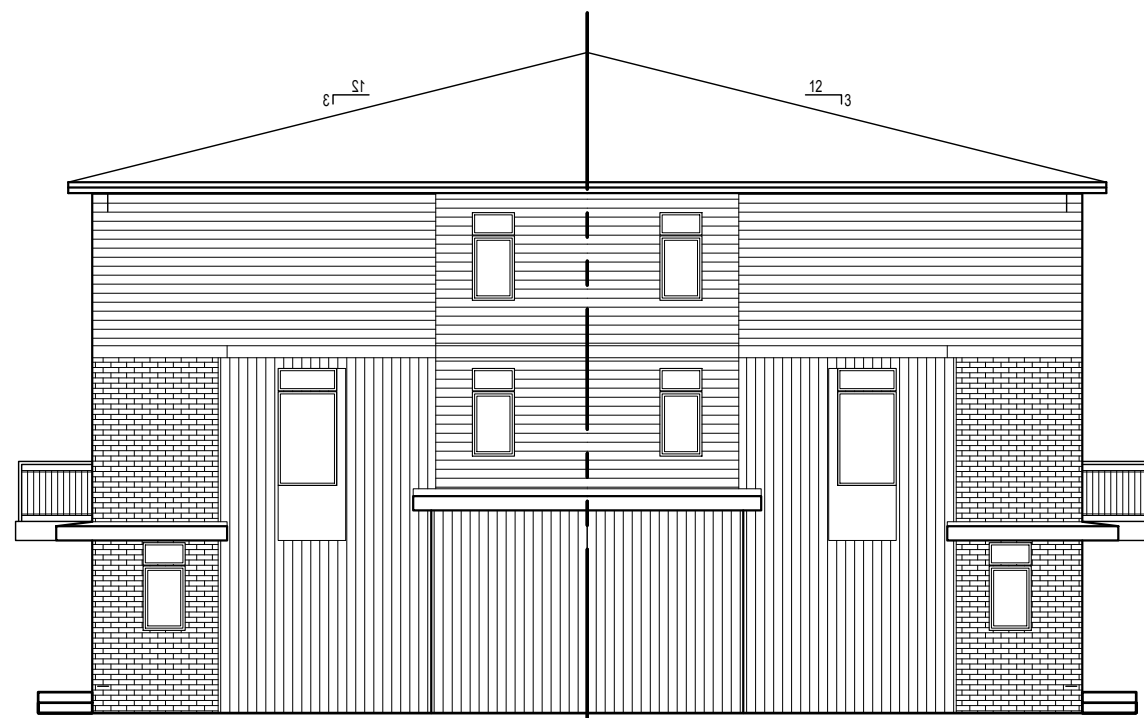
9'-1 1/8"

1'-0 5/8" T/O SECOND FLOOR

xxx U/S SECOND FLOOR

8'-1 1/8"

0'-0" (00.00) T/O GROUND FLOOR

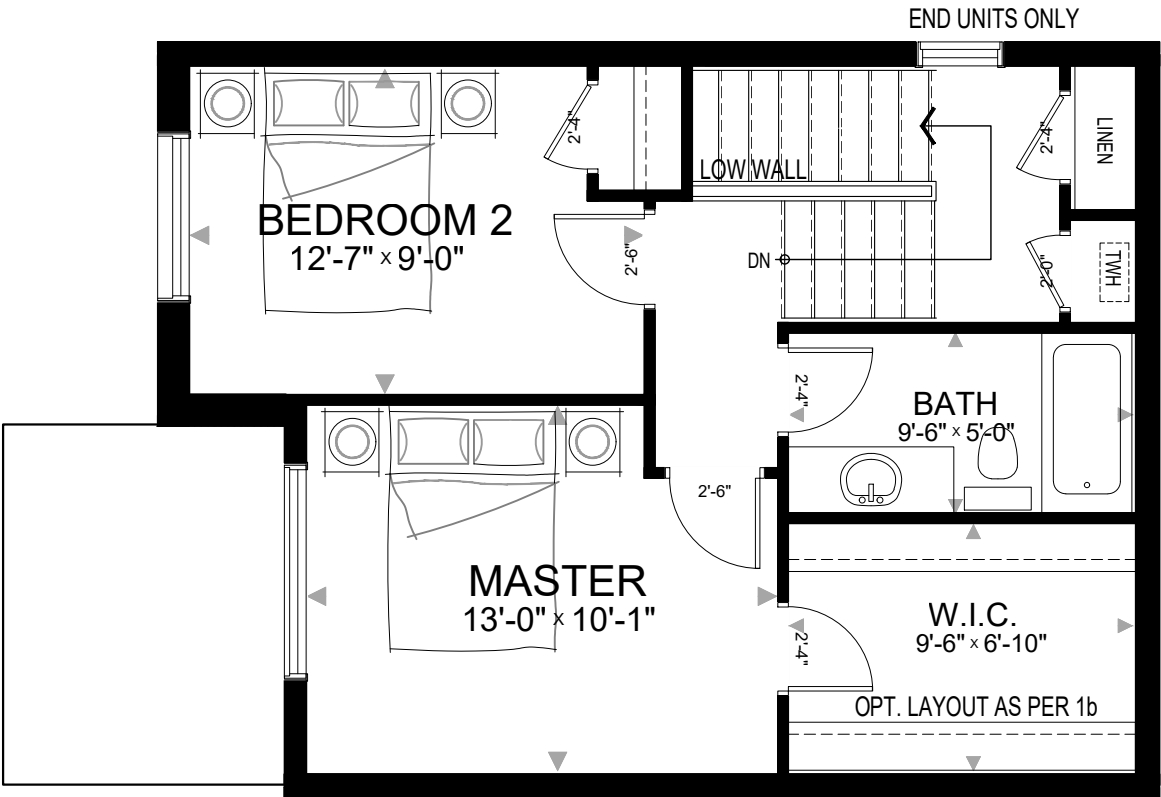


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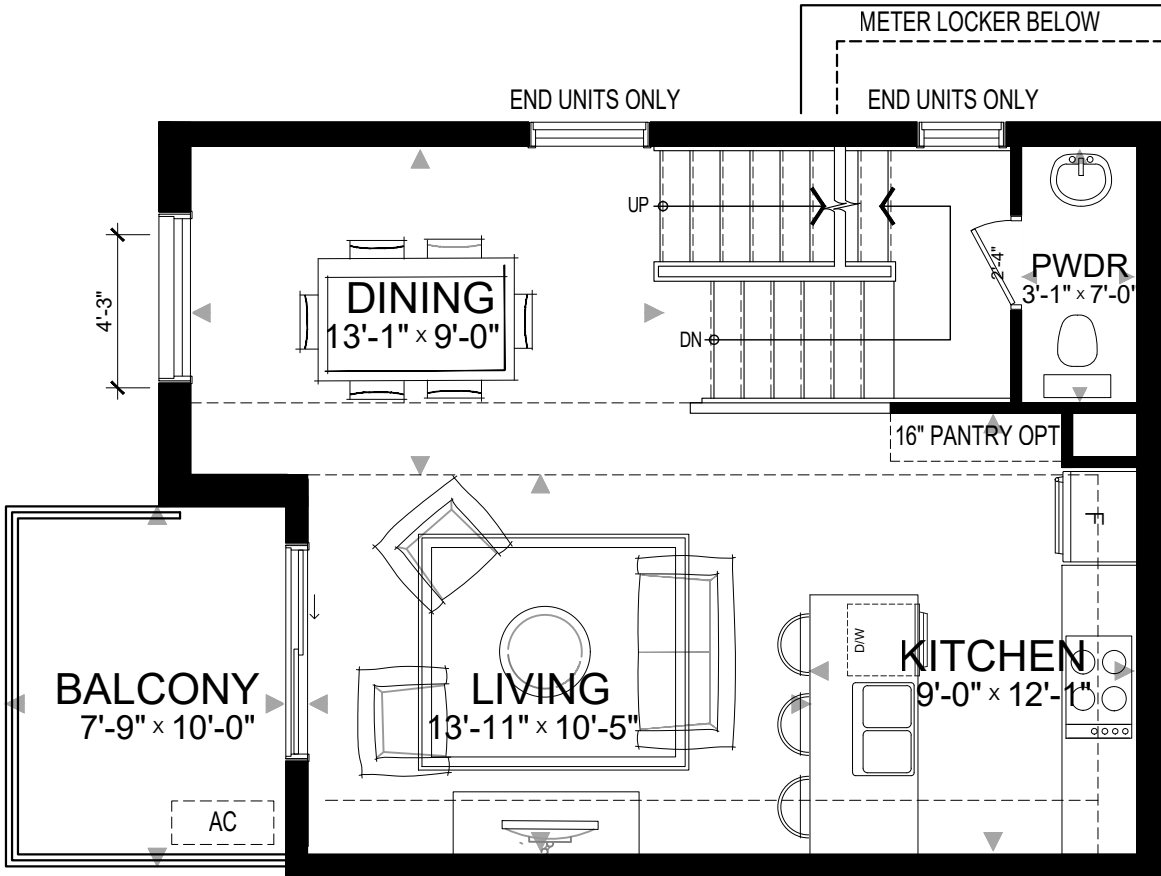
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FERNBANK CROSSING  
Corner of Robert Grant Ave & Cope Drive, Ottawa  
DATE FEB 06 2019 SCALE: 3/32" = 1'-0"  
Blocks 6  
Elevations - Frontal & Ends

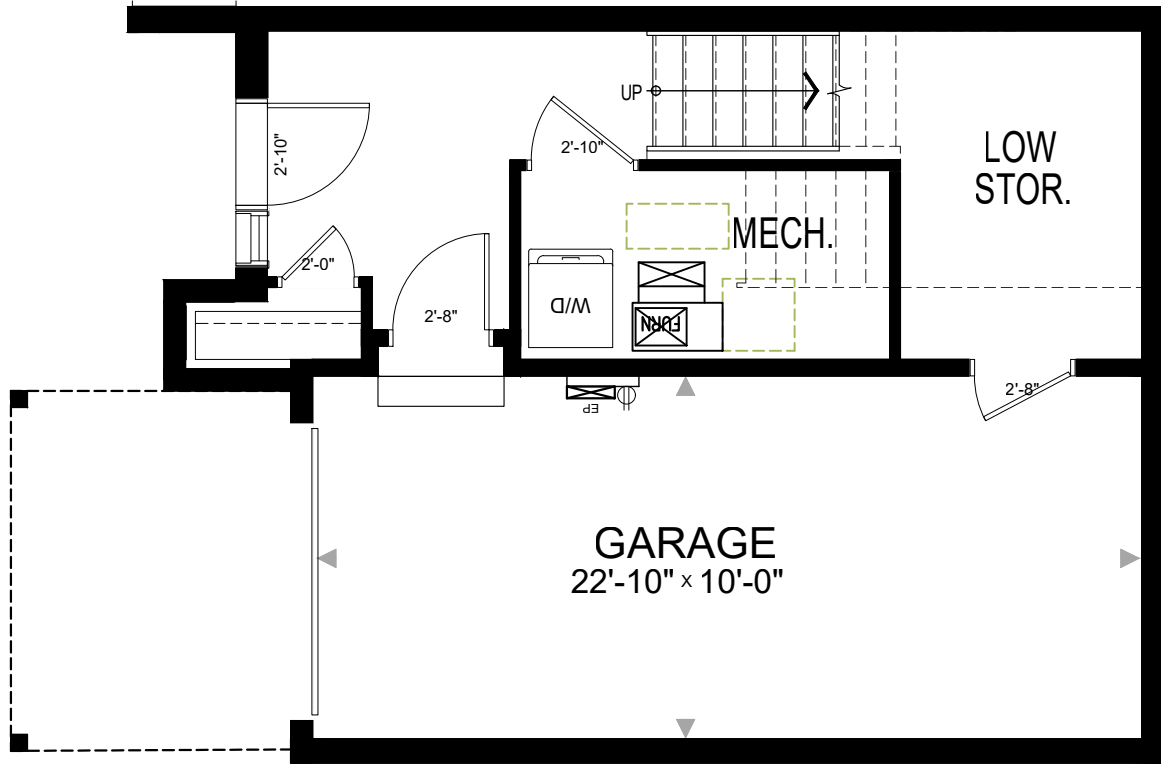
Third Floor  
524 sq.ft.



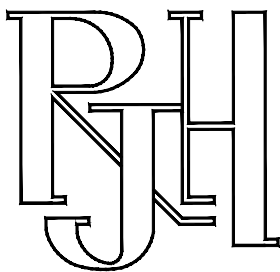
Second Floor  
524 sq.ft.



Ground Floor  
99 sq.ft.



Total Area: 1,147 sq.ft.



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06	2019/02/14	RECESSED GROUND FLOOR AT ENTRY AREA
05	2019/01/24	MOVED GARAGE WALL & ADDED END WALL WINDOWS
04	2019/01/23	CHANGES TO BEDROOM 2
03	2019/01/18	ISSUED FOR REVIEW
02	2019/01/11	ISSUED FOR REVIEW
01	2018/12/18	ISSUED FOR REVIEW

FERNBANK CROSSING

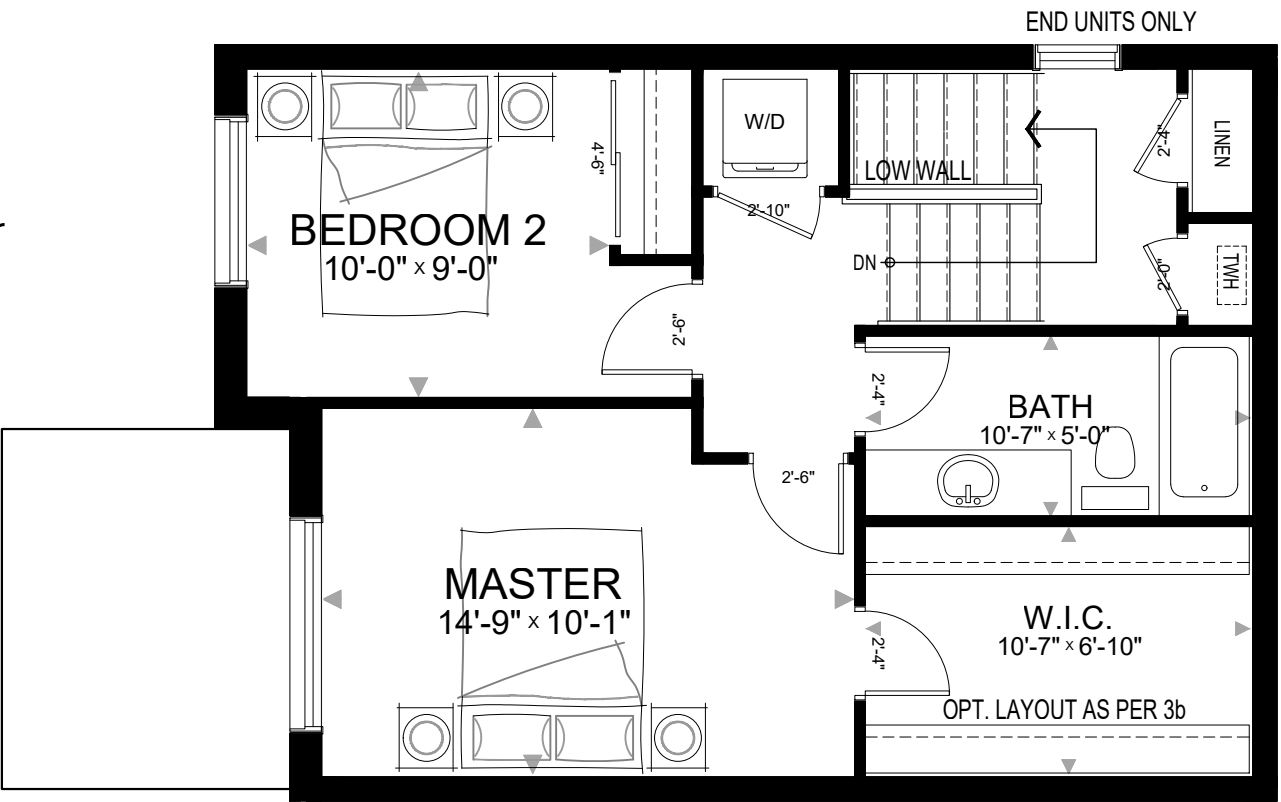
Block 22, Stittsville, Ontario

December 2018 SCALE: 3/16" = 1'-0"

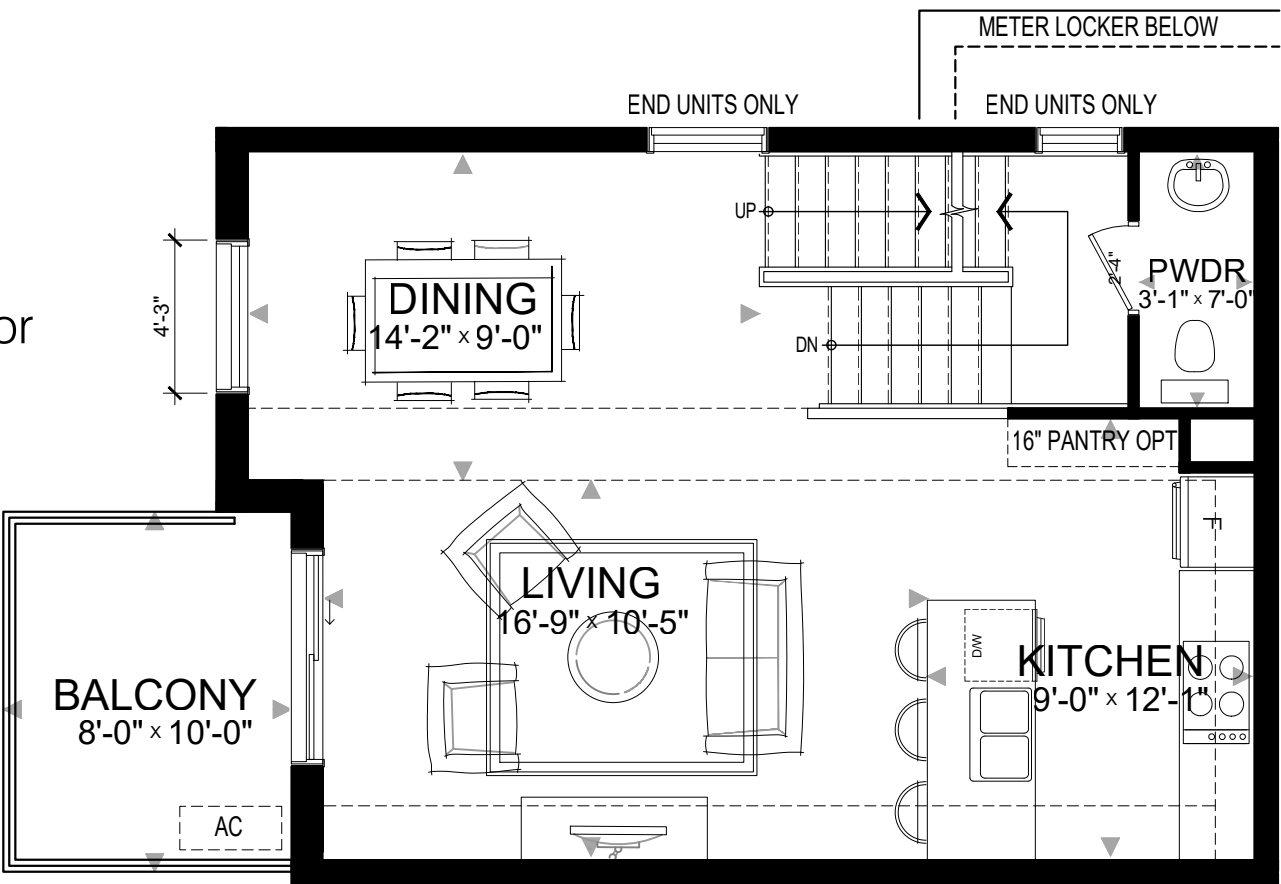
Model 1a - Typical Unit



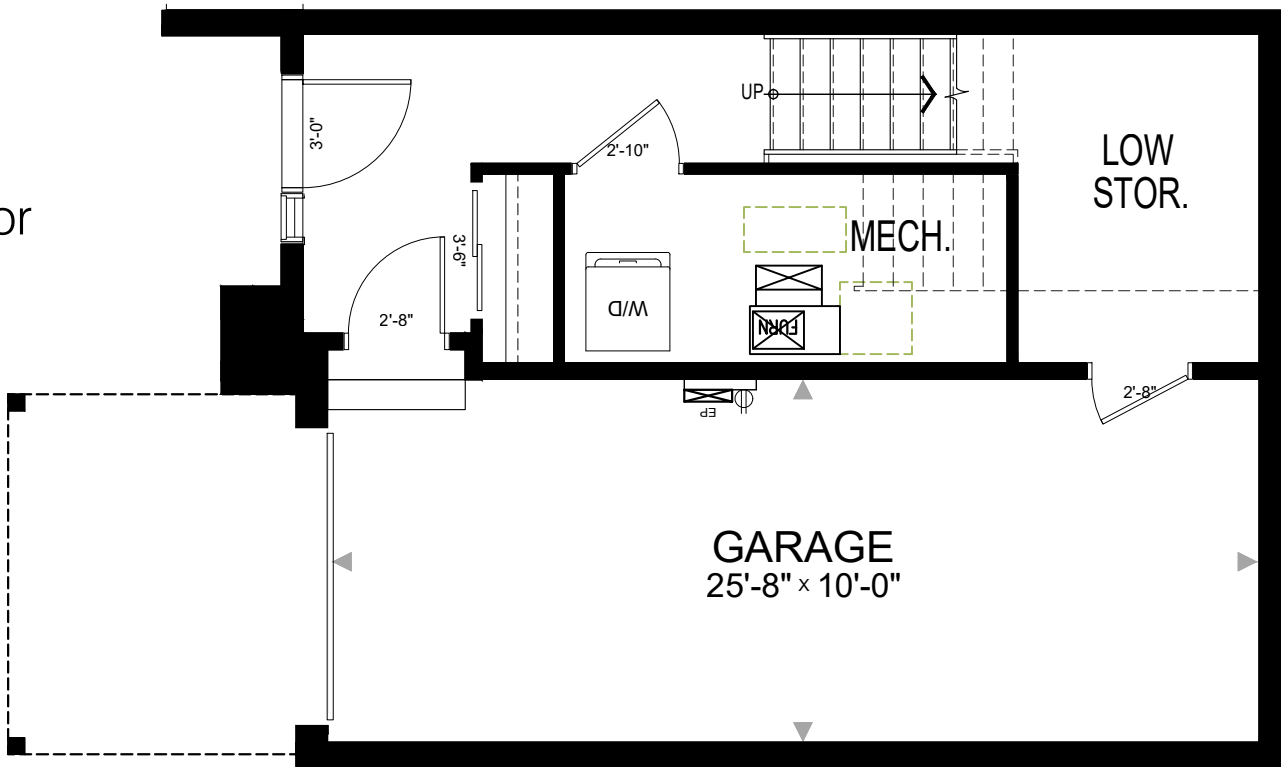
Third Floor  
573 sq.ft.



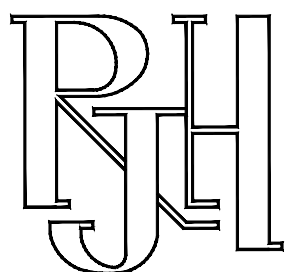
Second Floor  
573 sq.ft.



Ground Floor  
113 sq.ft.



Total Area: 1,259 sq.ft.



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www.rjhill.ca • rosaline@rjhill.ca

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05	2019/02/14	RECESSED GROUND FLOOR AT ENTRY AREA
04	2019/01/18	2X6 SHOWER HEAD WALL AT 3RD FLOOR BATHROOM
03	2019/01/18	ISSUED FOR REVIEW
02	2019/01/11	ISSUED FOR REVIEW
01	2018/12/18	ISSUED FOR REVIEW

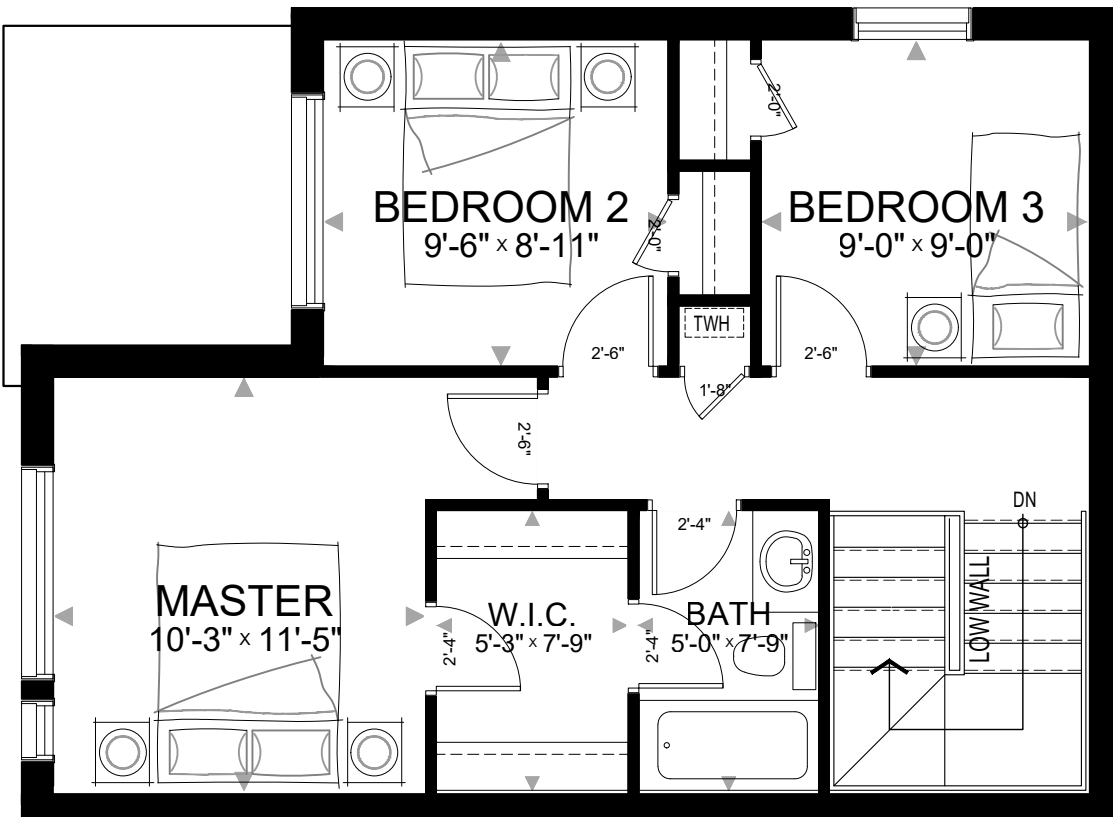
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Block 22, Stittsville, Ontario

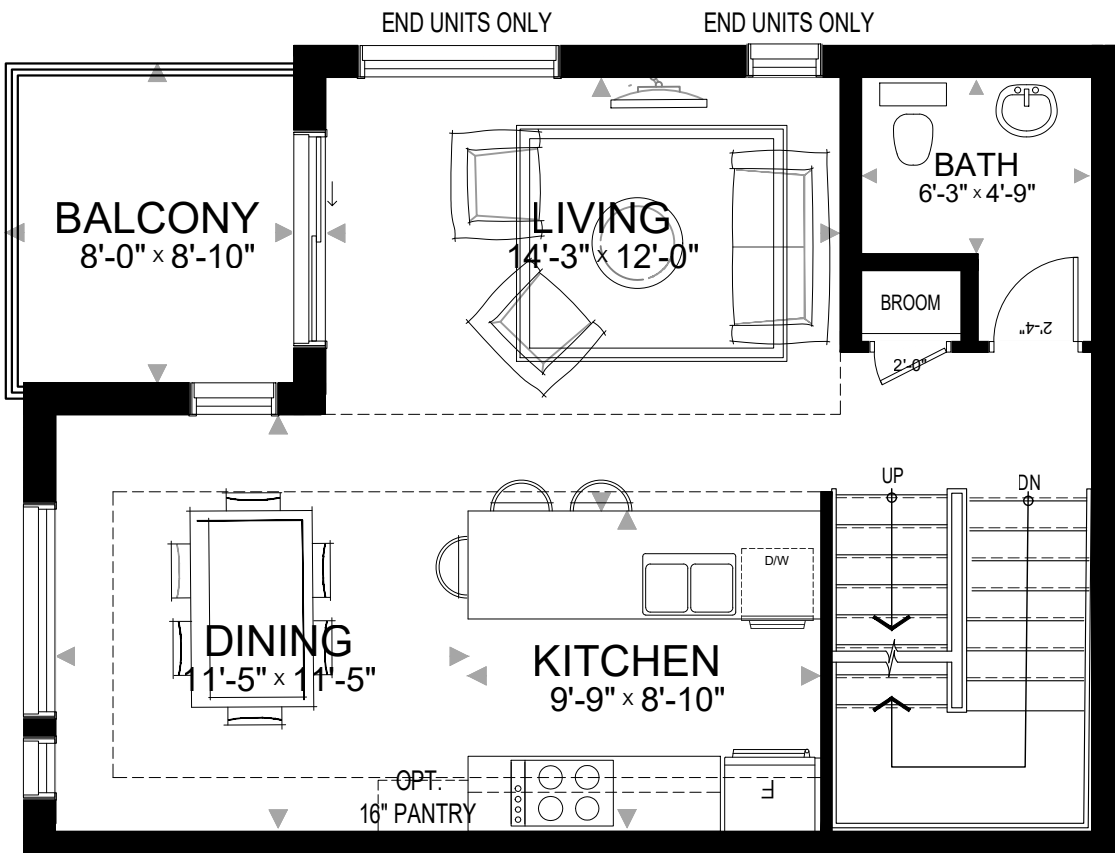
December 2018 SCALE: 3/16" = 1'-0"

Model 3a Floor Plans

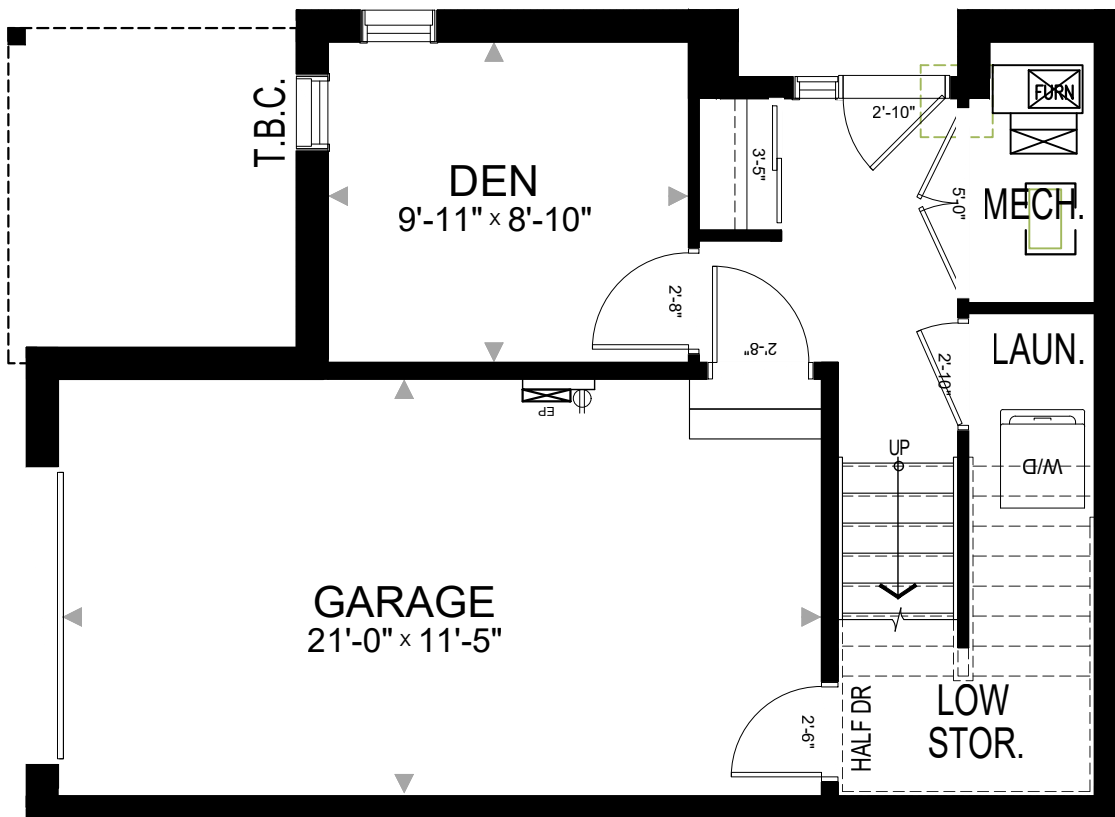
Third Floor  
595 sq.ft.



Second Floor  
595 sq.ft.



Ground Floor  
188 sq.ft.



Total Area: 1,378 sq.ft.

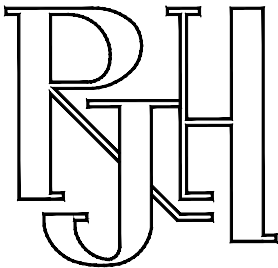
06	2019/02/14	GROUND FLOOR PLAN AS END UNIT
05	2019/01/24	BROOM CLOSET LABEL & LOW WALL LABEL 3RD FLOOR
04	2019/01/23	ENTRY VESTIBULE & THW CLOSET
03	2019/01/18	ISSUED FOR REVIEW
02	2019/01/11	ISSUED FOR REVIEW
01	2018/12/18	ISSUED FOR REVIEW

FERNBANK CROSSING

Block 22, Stittsville, Ontario

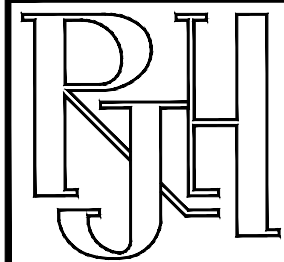
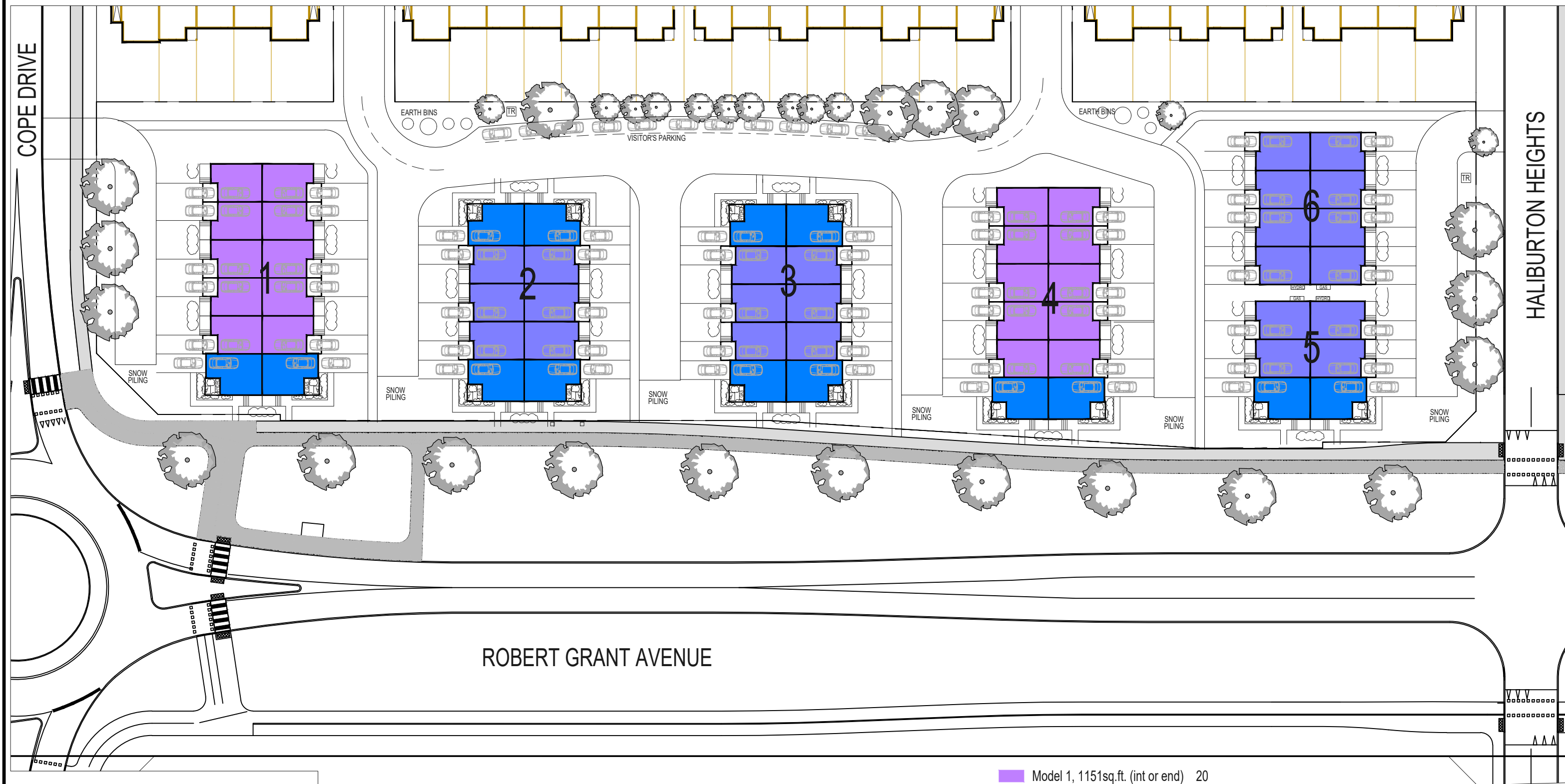
December 2018 SCALE: 3/16" = 1'-0"

Model 4a Floor Plans



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Architect Inc.

414 Churchill Ave. N., Ottawa,  
ON, K1Z 5C6 • 613-853-2822  
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Model 1, 1151sq.ft. (int or end)	20
Model 3, 1259sq.ft. (int or end)	24
Model 4, 1392sq.ft. (end)	14
TOTAL UNITS = 58	

**FERNBANK CROSSING**  
Corner of Robert Grant Ave & Cope Drive, Ottawa  
Jan. 24, 2019 SCALE: 1:600

**SITE PLAN**