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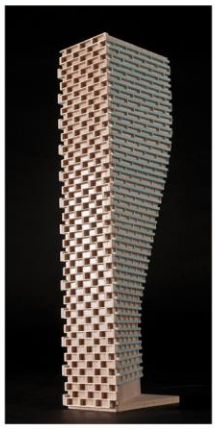
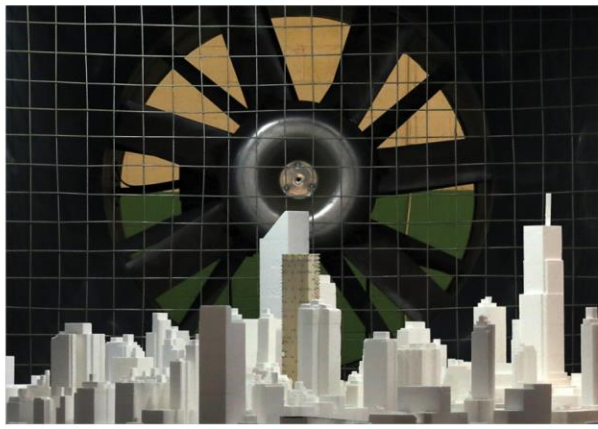
ROADWAY TRAFFIC NOISE ASSESSMENT

Block 4, 850 Champlain Street
Ottawa, Ontario

REPORT: 16-152 – Traffic Noise Block 4





June 10, 2020

PREPARED FOR

Revera Inc.
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PREPARED BY

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EXECUTIVE SUMMARY

This report describes a roadway traffic noise assessment undertaken in support of site plan application (SPA) submission for a proposed long-term care (LTC) facility located on Block 4 at 850 Champlain Street in Ottawa, Ontario. The development is a 5-storey building with an irregular-shaped planform. The building features two (2) rectangular extensions at the east side and rectangular extensions at each the north and south side, which provide 16 beds at each level for a total of 320-beds within the building. Grade-level courtyards are located at the centre of the east side of the site between the two eastern extensions as well as the southwest corner near the main building entrance. The major sources of traffic noise are Champlain Street and Highway 174. Figure 1 illustrates a complete site plan with surrounding context.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and (iv) a site plan drawing prepared by MMMC Architects in May 2020.

The results of the current analysis indicate that noise levels will range between 56 and 66 dBA during the daytime period (07:00-23:00) and between 49 and 59 dBA during the nighttime period (23:00-07:00). The highest noise level (66 dBA) occurs at the east façade of the northeast wing and east and south façade of the southeast wing of the building, which is nearest and most exposed to Champlain Street. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA, as indicated in Figure 3.

Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. A Warning Clause[1] will also be required in all Lease, Purchase and Sale Agreements.

Noise levels at the grade-level OLA receptors; Receptor 13 and 14, are expected to approach 57 dBA during the daytime period, respectively. If these areas are to be used as outdoor living areas, noise control

[1] City of Ottawa Environmental Noise Control Guidelines, January 2016

measures can be implemented to reduce the L_{eq} to 55 dBA. Further analysis investigated the noise mitigating impact of adding noise barriers at the perimeter of the courtyards with a standard height of 1.5 m above the walking surface. Results of the investigation proved that noise levels can be reduced to 55 dBA with the addition of a 1.5 metre noise barrier along the perimeter of each courtyard, as illustrated in Figure 4. Alternatively, as the noise levels at the OLA receptors minorly exceed 55 dBA but are less than 60 dBA, a Warning Clause for these areas may be acceptable as opposed to the addition of a noise barrier.

TABLE OF CONTENTS

1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Revera Inc. to undertake a roadway traffic noise assessment in support of site plan application (SPA) submission for a proposed long-term care (LTC) facility located on Block 4 at 850 Champlain Street in Ottawa, Ontario. This report summarizes the methodology, results, and recommendations related to the assessment of exterior and interior noise levels generated by local roadway traffic.

Our work is based on theoretical noise calculation methods conforming to the City of Ottawa[2] and Ministry of the Environment, Conservation and Parks (MECP)[3] guidelines. Noise calculations were based on architectural drawings prepared by MMMC Architects in May 2020, with future traffic volumes corresponding to the City of Ottawa's Official Plan (OP) roadway classifications.

2. TERMS OF REFERENCE

The focus of this traffic noise assessment is a proposed long-term care (LTC) facility located on Block 4 at 850 Champlain Street in Ottawa, Ontario. The study site is located near the middle of a parcel of land bounded by Jeanne d'Arc Boulevard to the north, Champlain Street to the east, a parking lot to the south and Du Bois Avenue and Bilberry Drive to the west.

The development is a 5-storey building with an irregular-shaped planform. The building features two (2) rectangular extensions at the east side and rectangular extensions at each the north and south side, which provide 16 beds at each level for a total of 320-beds within the building. Grade-level courtyards are located at the centre of the east side of the site between the two eastern extensions as well as the southwest corner near the main building entrance. A semi-circular drop-off area/fire route is situated at the west side of the building and provides access to a surface parking lot at the southwest corner of the site from Famille-Côté Avenue. Additionally, a driveway at the northwest corner of the site provides access to a second parking lot and loading areas. A third parking lot is situated at the northeast corner of the site.

[2] City of Ottawa Environmental Noise Control Guidelines, January 2016
[3] Ontario Ministry of the Environment, Conservation and Parks – Environmental Noise Guidelines, Publication NPC-300, Queens Printer for Ontario, Toronto, 2013

The site is currently surrounded by open green space from the south clockwise to the north followed by low-rise residential dwellings from the southwest clockwise to the northeast and a paved lot to the south (situated between the study building and Highway 174).

The major sources of traffic noise are Champlain Street and Highway 174. The future light rail transit (LRT) system forming Stage 2 of the Confederation Line is to be located at the centre median of Highway 174. As the rail system is situated more than 100 metres (m) from the subject site and the Environmental Project Report for the Environmental Assessment of the Stage 2 Confederation Line East concluded the dominant source of noise from the corridor would be roadway traffic along Highway 174, the LRT was ruled to be an insignificant source and was not included in our analysis. Figure 1 illustrates a complete site plan with surrounding context.

3. OBJECTIVES

The principal objectives of this study are to (i) calculate the future noise levels on the study building produced by local roadway traffic, and (ii) ensure that interior and exterior noise levels do not exceed the allowable limits specified by the City of Ottawa's Environmental Noise Control Guidelines as outlined in Section 4.2 of this report.

4. METHODOLOGY

4.1 Background

Noise can be defined as any obtrusive sound. It is created at a source, transmitted through a medium, such as air, and intercepted by a receiver. Noise may be characterized in terms of the power of the source or the sound pressure at a specific distance. While the power of a source is characteristic of that particular source, the sound pressure depends on the location of the receiver and the path that the noise takes to reach the receiver. Measurement of noise is based on the decibel unit, dBA, which is a logarithmic ratio referenced to a standard noise level (2×10^{-5} Pascals). The 'A' suffix refers to a weighting scale, which better represents how the noise is perceived by the human ear. With this scale, a doubling of power results in a 3 dBA increase in measured noise levels and is just perceptible to most people. An increase of 10 dBA is often perceived to be twice as loud.

4.2 Roadway Traffic Noise

4.2.1 Criteria for Roadway Traffic Noise

For surface roadway traffic noise, the equivalent sound energy level, L_{eq}, provides a measure of the time varying noise levels, which is well correlated with the annoyance of sound. It is defined as the continuous sound level, which has the same energy as a time varying noise level over a period of time. For roadways, the L_{eq} is commonly calculated on the basis of a 16-hour (L_{eq16}) daytime (07:00-23:00) / 8-hour (L_{eq8}) nighttime (23:00-07:00) split to assess its impact on residential buildings. The City of Ottawa's Environmental Noise Control Guidelines (ENCG) specifies that the recommended indoor noise limit range (that is relevant to this study) is 45 and 40 dBA for living rooms and sleeping quarters respectively for roadway as listed in Table 1.

TABLE 1: INDOOR SOUND LEVEL CRITERIA (ROAD) [4]

Type of Space	Time Period	L_{eq} (dBA)
General offices, reception areas, retail stores, etc.	07:00 – 23:00	50
Living/dining/den areas of residences, hospitals, schools, **nursing/retirement homes**, day-care centres, theatres, places of worship, libraries, individual or semi-private offices, conference rooms, etc.	07:00 – 23:00	45
Sleeping quarters of hotels/motels	23:00 – 07:00	45
Sleeping quarters of residences, hospitals, **nursing/retirement homes**, etc.	23:00 – 07:00	40

Predicted noise levels at the plane of window (POW) dictate the action required to achieve the recommended sound levels. An open window is considered to provide a 10 dBA reduction in noise, while a standard closed window is capable of providing a minimum 20 dBA noise reduction[5]. A closed window due to a ventilation requirement will bring noise levels down to achieve an acceptable indoor environment[6]. Therefore, where noise levels exceed 55 dBA daytime and 50 dBA nighttime, the ventilation for the building should consider the need for having windows and doors closed, which triggers the need

[4] Adapted from ENCG 2016 – Tables 2.2b and 2.2c
[5] Burberry, P.B. (2014). Mitchell's Environment and Services. Routledge, Page 125
[6] MECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.8

for forced air heating with provision for central air conditioning. Where noise levels exceed 65 dBA daytime and 60 dBA nighttime, air conditioning will be required and building components will require higher levels of sound attenuation[7].

The sound level criterion for outdoor living areas is 55 dBA, which applies during the daytime (07:00 to 23:00). When noise levels exceed 55 dBA, mitigation must be provided to reduce noise levels where technically and administratively feasible to acceptable levels at or below the criterion.

4.2.2 Theoretical Roadway Noise Predictions

Noise predictions were performed with the aid of the MECP computerized noise assessment program, STAMSON 5.04, for road analysis. Appendix A includes the STAMSON 5.04 input and output data.

Roadway traffic noise calculations were performed by treating each roadway segment as separate line sources of noise. In addition to the traffic volumes summarized in Table 2, theoretical noise predictions were based on the following parameters:

- Truck traffic on all roadways was taken to comprise 5% heavy trucks and 7% medium trucks, as per ENCG requirements for noise level predictions.
- The day/night split for all streets was taken to be 92%/8%, respectively.
- Absorptive and reflective intermediate ground surfaces based on specific source-receiver path ground characteristics. The surrounding blocks between the study building and highway was considered absorptive ground surfaces.
- Topography was assumed to be a flat/gentle slope surrounding the study building. Highway 174 is depressed approximately 4 m below local grade.
- Receptor height was taken to be 13.5 metres at Level 5 for the centre of the window (height to 5th floor slab + 1.5 metres) for Receptors 1-12, and 1.5 m for OLA receptors 13-14.
- The dwellings to the east of Champlain Street aligned along Highway 174 as well as those to the west along Du Bois Avenue were considered as noise barriers with a height of 6 m.

[7] MECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.1.3

- For select sources where appropriate, the proposed building was considered as a barrier with a height of 15 metres, partially or fully obstructing exposure to the source as illustrated by exposure angles in Figures 5-11.
- Noise receptors were strategically placed at 14 locations around the study area (see Figure 2).
- Receptor distances and exposure angles are illustrated in Figures 5-11.

4.2.3 Roadway Traffic Volumes

The ENCG dictates that noise calculations should consider future sound levels based on a roadway's classification at the mature state of development. Therefore, traffic volumes are based on the roadway classifications outlined in the City of Ottawa's Official Plan (OP) and Transportation Master Plan[8] which provide additional details on future roadway expansions. Average Annual Daily Traffic (AADT) volumes are then based on data in Table B1 of the ENCG for each roadway classification. Table 2 (below) summarizes the AADT values used for each roadway included in this assessment.

TABLE 2: ROADWAY TRAFFIC DATA

Segment	Roadway Traffic Data	Speed Limit (km/h)	Traffic Volumes
Highway 174	6-Lane Highway	100	**110,000**
Champlain Street	2-Lane Major Collector (2-UMCU)	40	**12,000**

4.3 Indoor Noise Calculations

The difference between outdoor and indoor noise levels is the noise attenuation provided by the building envelope. According to common industry practice, complete walls and individual wall elements are rated according to the Sound Transmission Class (STC). The STC ratings of common residential walls built in conformance with the Ontario Building Code (2012) typically exceed STC 35, depending on exterior cladding, thickness and interior finish details. For example, brick veneer walls can achieve STC 50 or more. Standard commercially sided exterior metal stud walls have around STC 45. Standard good quality double-glazed non-operable windows can have STC ratings ranging from 25 to 40, depending on the window

[8] City of Ottawa Transportation Master Plan, November 2013

manufacturer, pane thickness and inter-pane spacing. As previously mentioned, the windows are the known weak point in a partition.

As per Section 4.2, when daytime noise levels (from road and rail sources) at the plane of the window exceed 65 dBA, calculations must be performed to evaluate the sound transmission quality of the building components to ensure acceptable indoor noise levels. The calculation procedure[9] considers:

- Window type and total area as a percentage of total room floor area
- Exterior wall type and total area as a percentage of the total room floor area
- Acoustic absorption characteristics of the room
- Outdoor noise source type and approach geometry
- Indoor sound level criteria, which varies according to the intended use of a space

Based on published research[10], exterior walls possess specific sound attenuation characteristics that are used as a basis for calculating the required STC ratings of windows in the same partition. Due to the limited information available at the time of the study, which was prepared for site plan approval, detailed floor layouts and building elevations have not been finalized; therefore, detailed STC calculations could not be performed at this time. As a guideline, the anticipated STC requirements for windows have been estimated based on the overall noise reduction required for each intended use of space (STC = outdoor noise level – targeted indoor noise levels).

[9] Building Practice Note: Controlling Sound Transmission into Buildings by J.D. Quirt, National Research Council of Canada, September 1985
[10] CMHC, Road & Rail Noise: Effects on Housing

5. RESULTS AND DISCUSSION

5.1 Roadway Traffic Noise Levels

The results of the roadway traffic noise calculations are summarized in Table 3 below. A complete set of input and output data from all STAMSON 5.04 calculations are available in Appendix A.

TABLE 3: EXTERIOR NOISE LEVELS DUE TO ROAD TRAFFIC

Receptor Number	Receptor Height Above Grade (m)	Receptor Location	STAMSON 5.04 Noise Level (dBA)	
			Day	Night
1	13.5	Level 5 – North Wing, North Façade	56	49
2	13.5	Level 5 – North Wing, East Façade	62	54
3	13.5	Level 5 – Northeast Wing, North Façade	61	53
4	13.5	Level 5 – Northeast Wing, East Façade	66	58
5	13.5	Level 5 – Northeast Wing, South Façade	65	57
6	13.5	Level 5 – Centre, East Façade	60	53
7	13.5	Level 5 – Southeast Wing, East Façade	66	59
8	13.5	Level 5 – Southeast Wing, South Façade	66	58
9	13.5	Level 5 – South Wing, East Façade	63	55
10	13.5	Level 5 – South Wing, South Façade	65	58
11	13.5	Level 5 – South Wing, West Façade	62	55
12	13.5	Level 5 – Centre, South Façade	64	56
13	1.5	OLA – Level 1, Centre East Side	57	-
14	1.5	OLA – Level 1, Southwest Corner	57	-

The results of the current analysis indicate that noise levels will range between 56 and 66 dBA during the daytime period (07:00-23:00) and between 49 and 59 dBA during the nighttime period (23:00-07:00). The highest noise level (66 dBA) occurs at the east façade of the northeast wing and east and south façade of the southeast wing of the building, which is nearest and most exposed to Champlain Street.

5.2 Noise Control Measures

The noise levels predicted due to roadway traffic exceed the criteria listed in Section 4.2 for building components. As discussed in Section 4.3, the anticipated STC requirements for windows have been estimated based on the overall noise reduction required for each intended use of space (STC = outdoor noise level – targeted indoor noise levels). As per city of Ottawa requirements, detailed STC calculations will be required to be completed prior to building permit application for each unit type. The STC requirements for the windows are summarized below for various units within the development (see Figure 3):

- **Bedroom Windows**

(i) Bedroom windows facing east at the northeast wing and east and south façades of the southeast wing of the building will require a minimum STC of 29.

(ii) All other bedroom windows are to satisfy Ontario Building Code (OBC 2012) requirements.

- **Living Room Windows**

(i) Living room windows facing east at the northeast wing and east and south façades of the southeast wing of the building will require a minimum STC of 24.

(ii) All other living room windows are to satisfy Ontario Building Code (OBC 2012) requirements.

- **Exterior Walls**

(i) Exterior wall components on the east of the northeast wing and east and south façades of the southeast wing will require a minimum STC of 45, which will be achieved with brick cladding or an acoustical equivalent according to NRC test data[11].

The STC requirements apply to windows, doors, spandrel panels and curtainwall elements. Exterior wall components on these façades are recommended to have a minimum STC of 45, where a window/wall system is used. A review of window supplier literature indicates that the specified STC ratings can be achieved by a variety of window systems having a combination of glass thickness and inter-pane spacing. We have specified an example window configuration, however several manufacturers and various

[11] J.S. Bradley and J.A. Birta. Laboratory Measurements of the Sound Insulation of Building Façade Elements, National Research Council October 2000.

combinations of window components, such as those proposed, will offer the necessary sound attenuation rating. It is the responsibility of the manufacturer to ensure that the specified window achieves the required STC. This can only be assured by using window configurations that have been certified by laboratory testing. The requirements for STC ratings assume that the remaining components of the building are constructed and installed according to the minimum standards of the Ontario Building Code. The specified STC requirements also apply to swinging and/or sliding patio doors.

Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, Warning Clauses will also be required in all Lease, Purchase and Sale Agreements, as summarized in Section 6.

5.3 Noise Barrier Calculation

Noise levels at the grade-level OLA receptors; Receptor 13 and 14, are expected to approach 57 dBA during the daytime period, respectively. If these areas are to be used as outdoor living areas, noise control measures are required to reduce the L_{eq} to 55 dBA. Further analysis investigated the noise mitigating impact of adding a noise barrier along the east perimeter of the site adjacent to the central courtyard at the east side, as well as a noise barrier around the perimeter of the courtyard at the southwest corner. Results of the investigation proved that noise levels can be reduced to 55 dBA with the addition of a 1.5 metre noise barrier along the perimeter of each courtyard, as illustrated in Figure 4. Table 4 summarizes the results of the barrier investigation. Alternatively, as the noise levels at the OLA receptors minorly exceed 55 dBA but are less than 60 dBA, a Warning Clause for these areas may be acceptable as opposed to the addition of a noise barrier, as summarized in Section 6.

TABLE 4: RESULTS OF NOISE BARRIER INVESTIGATION

Receptor Number	Location	Barrier Height (m)	Daytime L_{eq} Noise Levels (dBA)	
			Without Barrier	With Barrier
13	Central Courtyard at East Side	1.5	57	55
14	Courtyard at Southwest Corner	1.5	57	55

6. CONCLUSIONS AND RECOMMENDATIONS

The results of the current analysis indicate that noise levels will range between 56 and 66 dBA during the daytime period (07:00-23:00) and between 49 and 59 dBA during the nighttime period (23:00-07:00). The highest noise level (66 dBA) occurs at the east façade of the northeast wing and east and south façade of the southeast wing of the building, which is nearest and most exposed to Champlain Street. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA, as indicated in Figure 3.

Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. The following Warning Clause[12] will also be required be placed on all Lease, Purchase and Sale Agreements, as summarized below:

> *"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing roadway traffic may, on occasion, interfere with some activities of the dwelling occupants, as the sound levels exceed the sound level limits of the City and the Ministry of the Environment, Conservation and Parks. To help address the need for sound attenuation, this development includes:*
>
> - *STC rated multi-pane glazing elements and spandrel panels*
> - *East façade of northeast wing and east and south façades of southeast wing bedroom/living room: STC 29/24.*
> - *STC rated exterior walls*
> - *East façade of northeast wing and east and south façades of southeast wing: STC 45.*
>
> *This dwelling unit has also been designed with air conditioning. Air conditioning will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound*

[12] City of Ottawa Environmental Noise Control Guidelines, January 2016

levels are within the sound level limits of the City and the Ministry of the Environment, Conservation and Parks.

To ensure that provincial sound level limits are not exceeded, it is important to maintain these sound attenuation features."

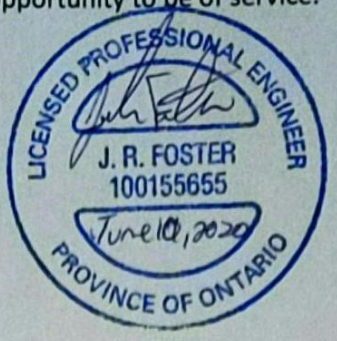
Noise levels at the grade-level OLA receptors; Receptor 13 and 14, are expected to approach 57 dBA during the daytime period, respectively. If these areas are to be used as outdoor living areas, noise control measures are required to reduce the L_{eq} to 55 dBA. Further analysis investigated the noise mitigating impact of adding noise barriers at the perimeter of the courtyards with a standard height of 1.5 m above the walking surface. Results of the investigation proved that noise levels can be reduced to 55 dBA with the addition of a 1.5 metre noise barrier along the perimeter of each courtyard, as illustrated in Figure 4. Alternatively, as the noise levels at the OLA receptors minorly exceed 55 dBA but are less than 60 dBA, a Warning Clause for these areas may be acceptable as opposed to the addition of a noise barrier, as summarized below:

"Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

This concludes our traffic noise assessment and report. If you have any questions or wish to discuss our findings, please advise us. In the interim, we thank you for the opportunity to be of service.

Sincerely,

Gradient Wind Engineering Inc.



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Principal

Gradient Wind File #16-152-Traffic Noise Block 4

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SCALE	1:4000 (APPROX.)	DRAWING NO.	GW16-152-1
DATE	JUNE 9, 2020	DRAWN BY	S.P.

DESCRIPTION

FIGURE 1:
SITE PLAN AND SURROUNDING CONTEXT

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DRAWING NO.	GW16-152-2
DATE	JUNE 9, 2020
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DESCRIPTION

FIGURE 2:
RECEPTOR LOCATIONS

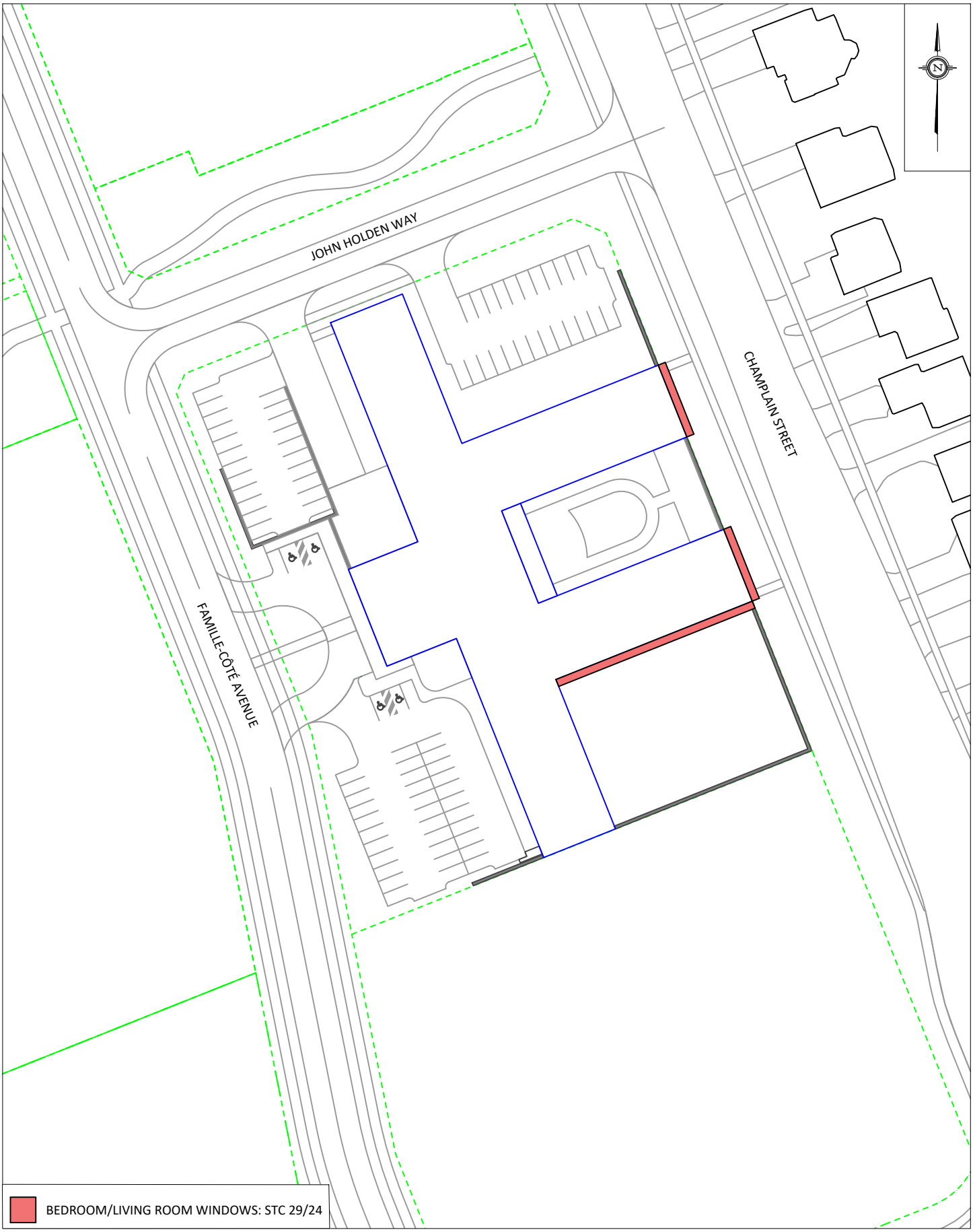

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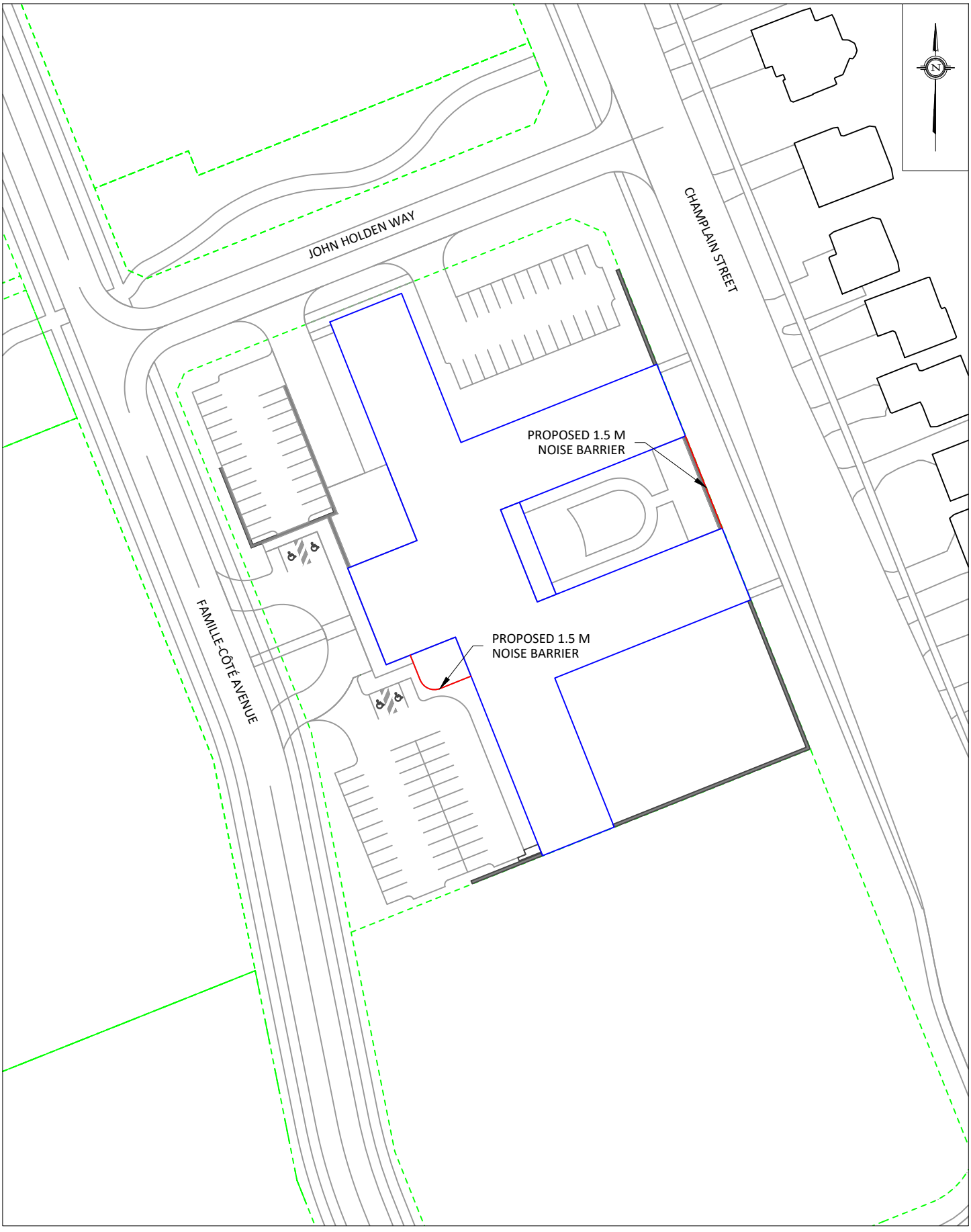
FIGURE 3:
WINDOW STC REQUIREMENTS



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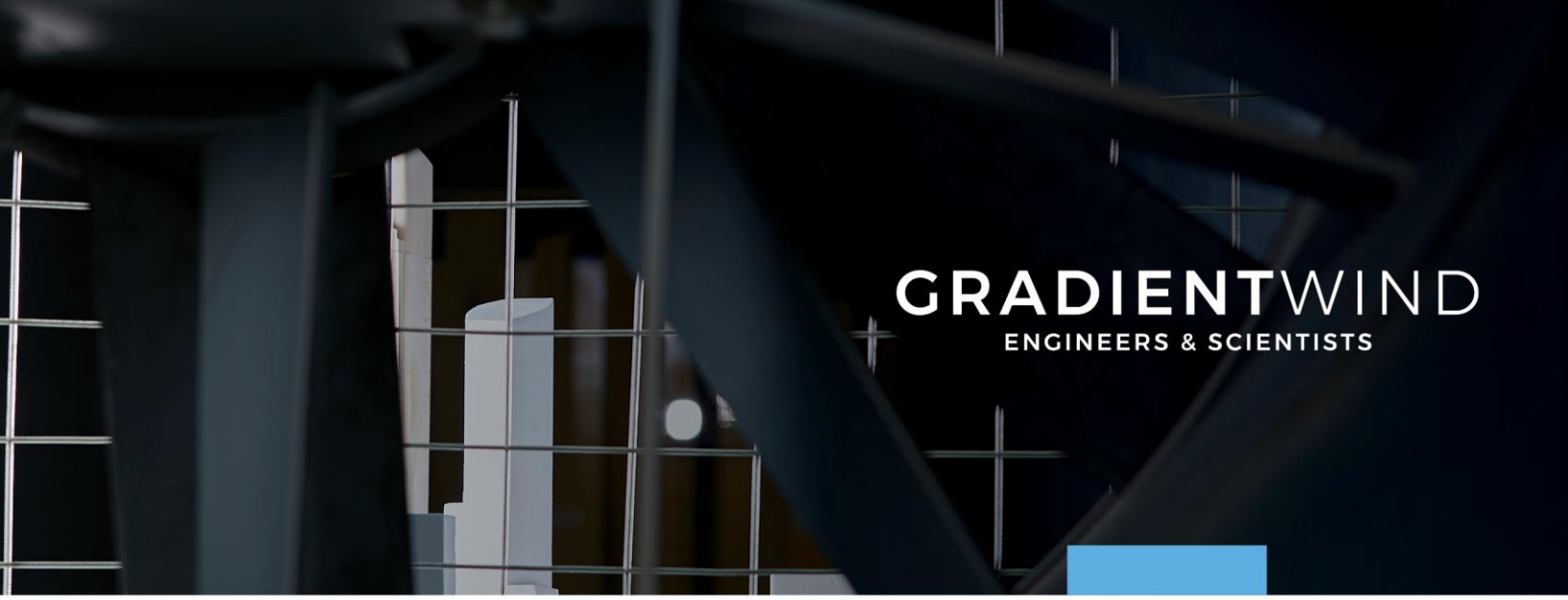
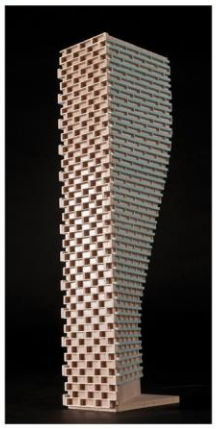
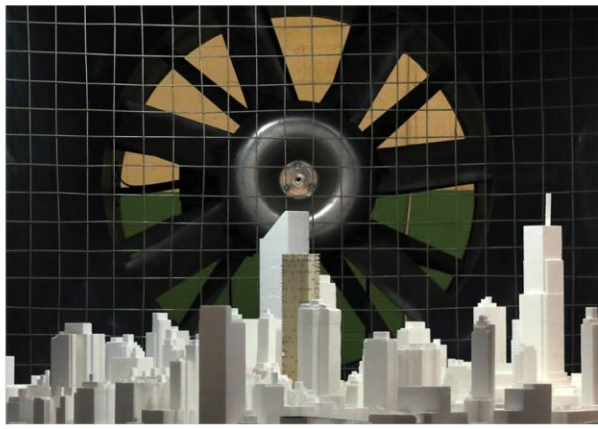
SCALE	1:1000 (APPROX.)	DRAWING NO.	GW16-152-4
DATE	JUNE 9, 2020	DRAWN BY	S.P.

DESCRIPTION

FIGURE 4:
PROPOSED NOISE BARRIER LOCATION







APPENDIX A

STAMSON 5.04 – INPUT AND OUTPUT DATA

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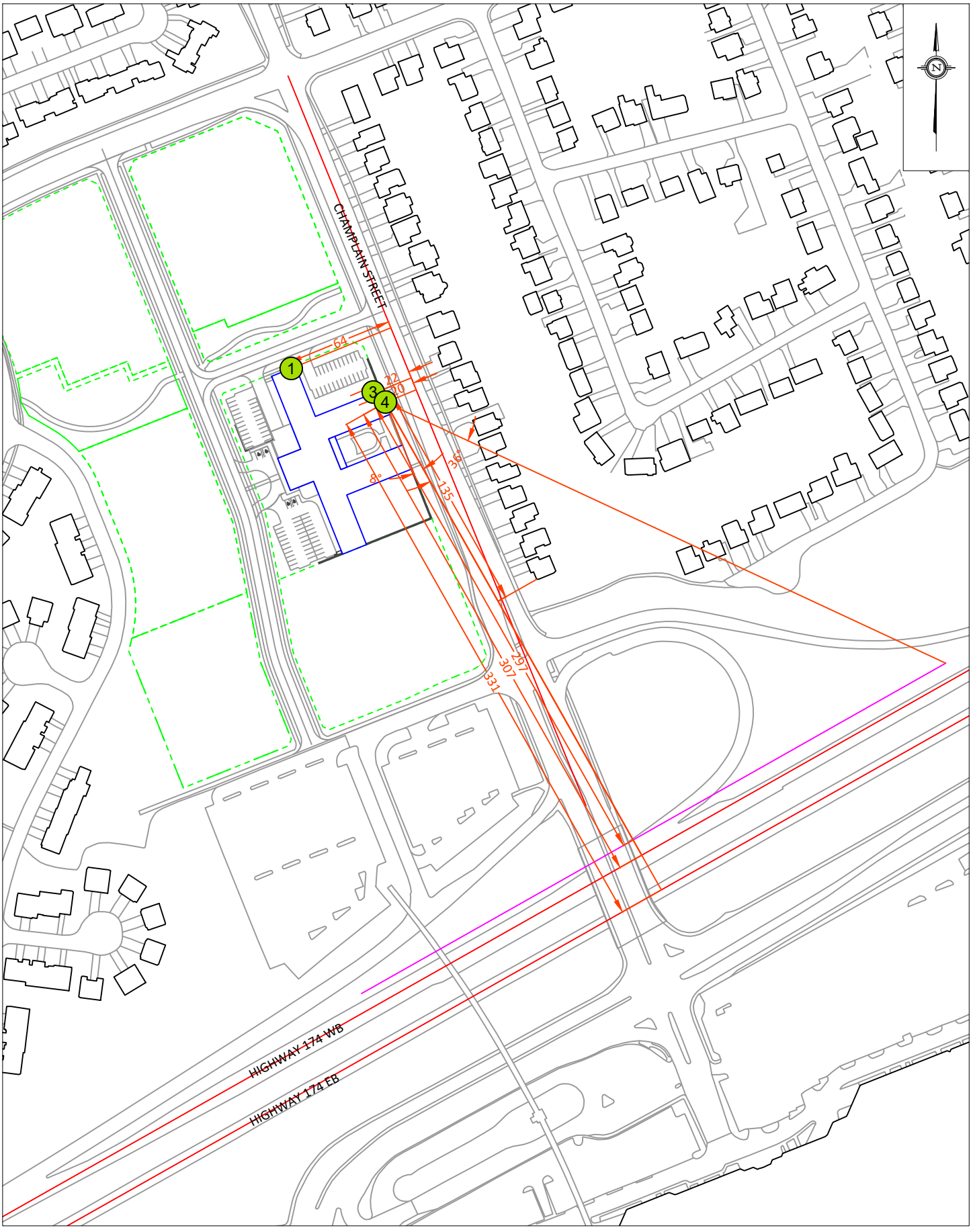

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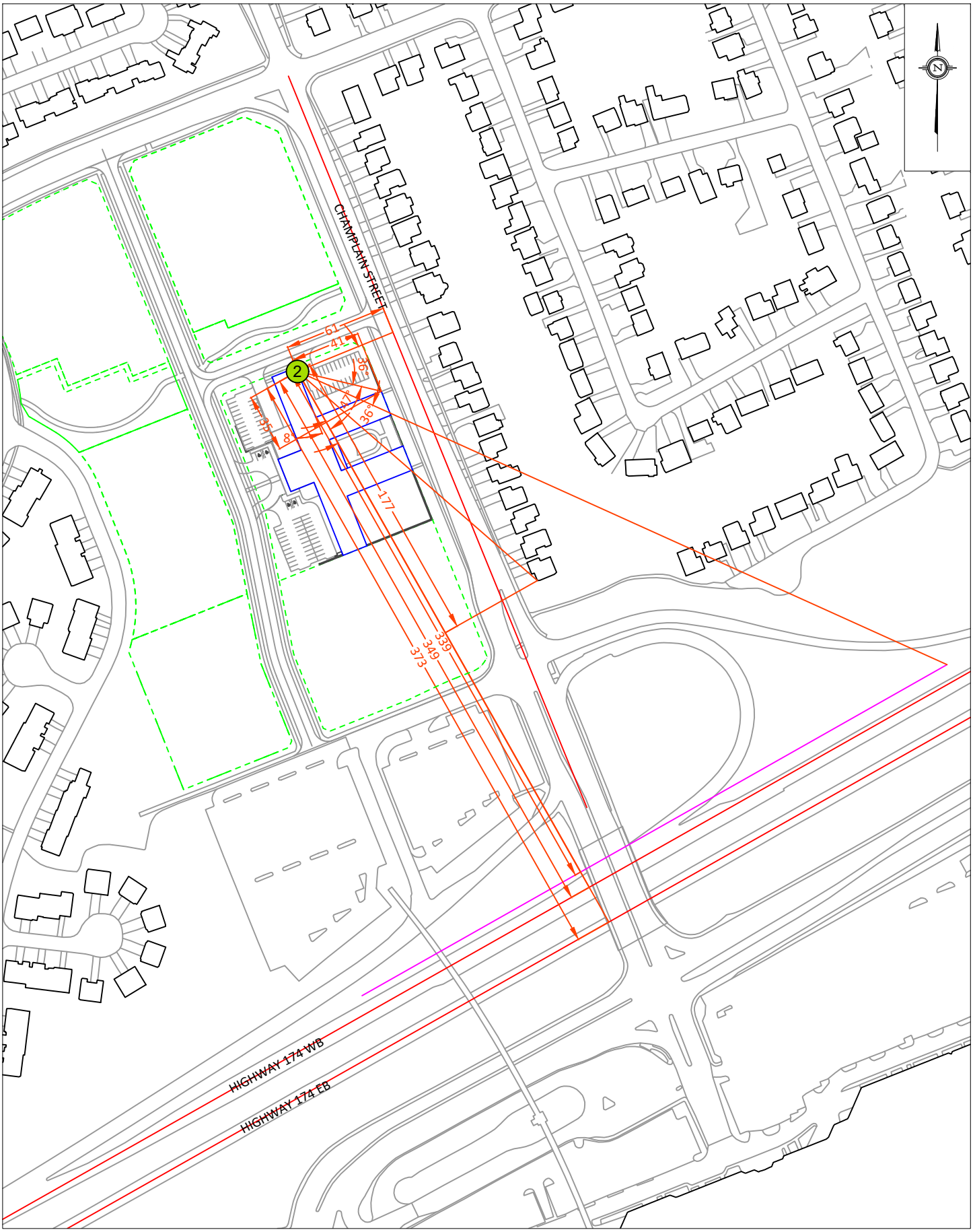
FIGURE 5:
STAMSON INPUT PARAMETERS - RECEPTOR 1, 3 & 4



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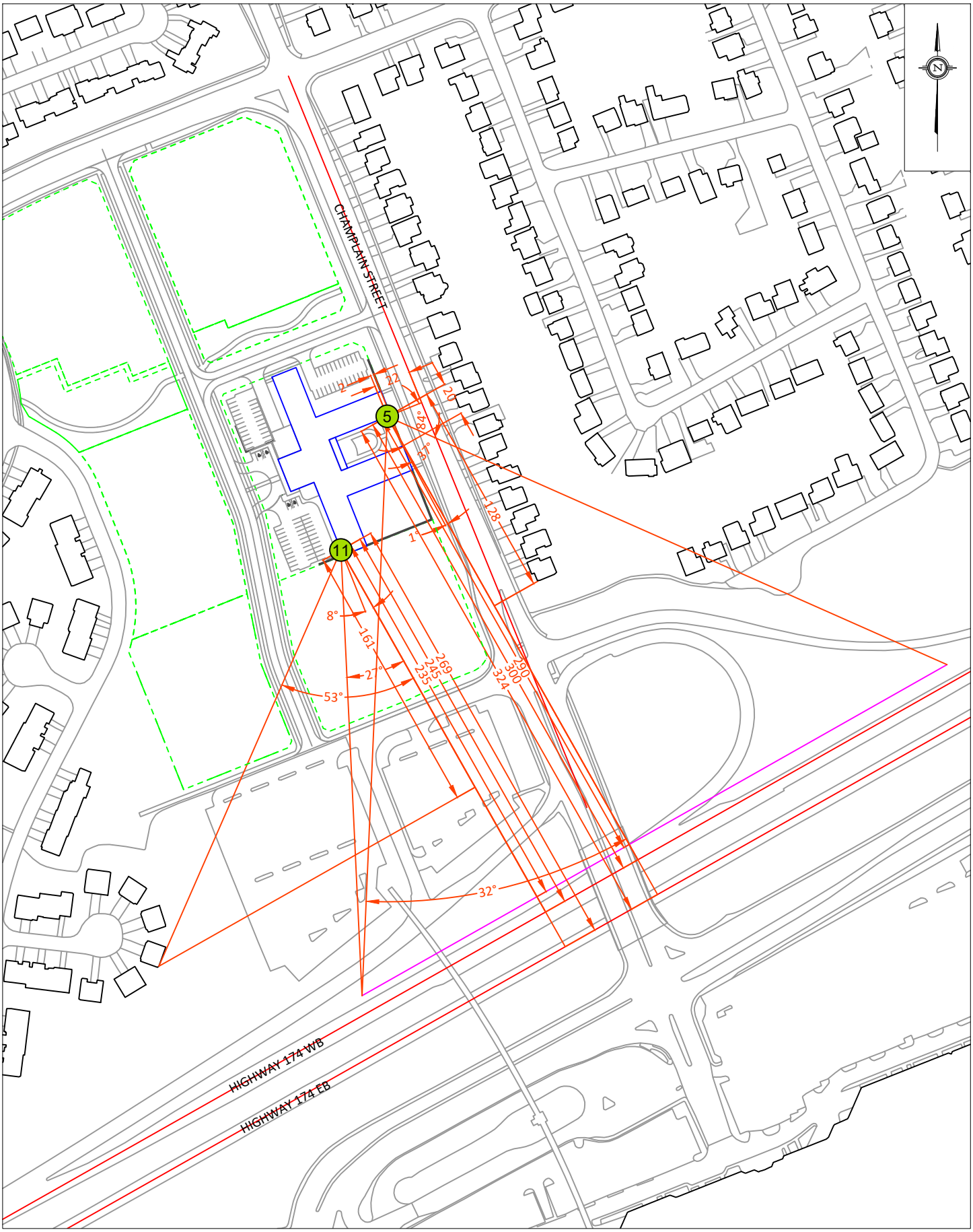
DATE	JUNE 9, 2020	DRAWN BY	S.P.

FIGURE 6:
STAMSON INPUT PARAMETERS - RECEPTOR 2



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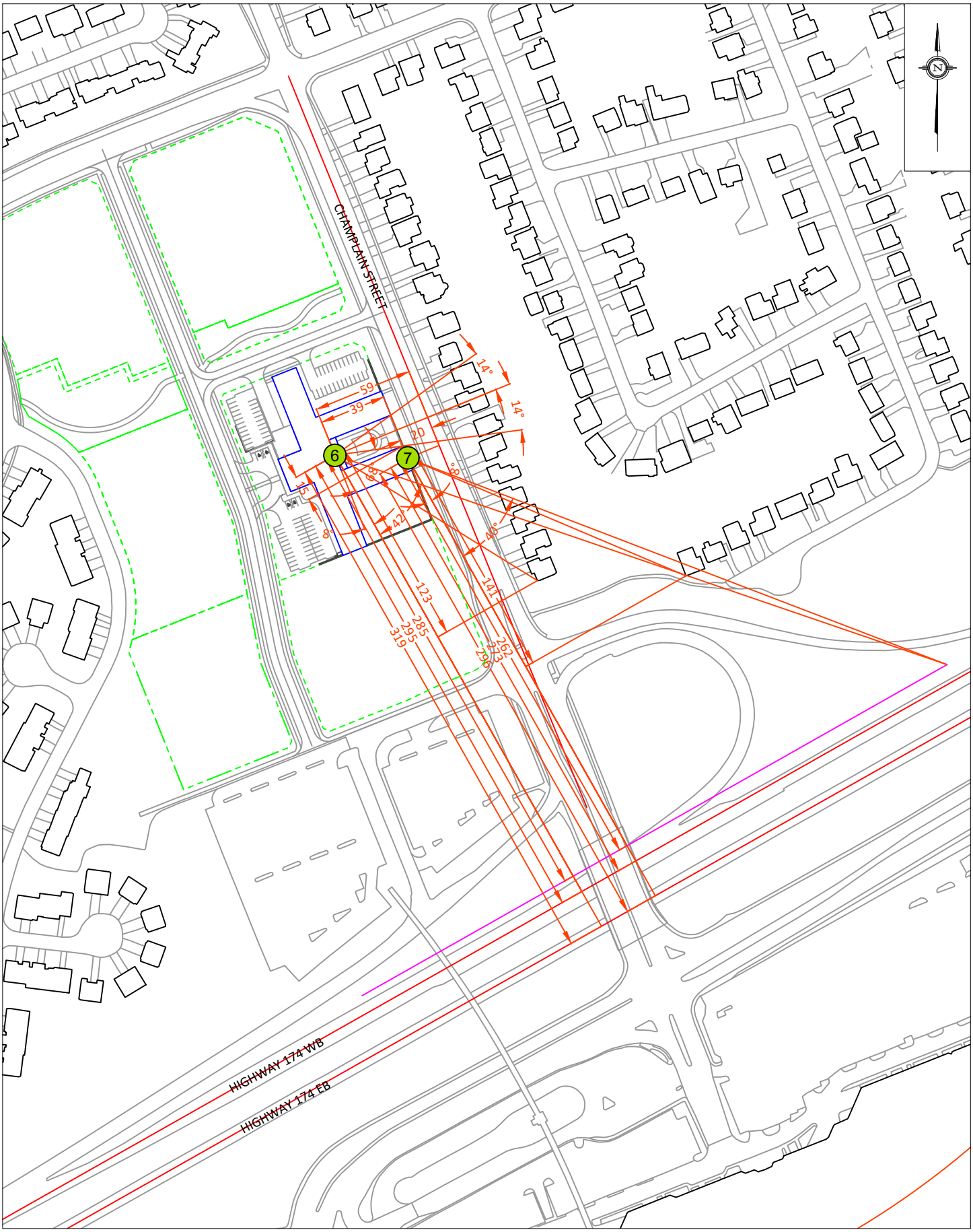
PROJECT	850 CHAMPLAIN STREET, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT		DESCRIPTION
SCALE	1:3000 (APPROX.)	DRAWING NO.	GW16-152-7
DATE	JUNE 9, 2020	DRAWN BY	S.P.

FIGURE 7:
STAMSON INPUT PARAMETERS - RECEPTOR 5 & 11



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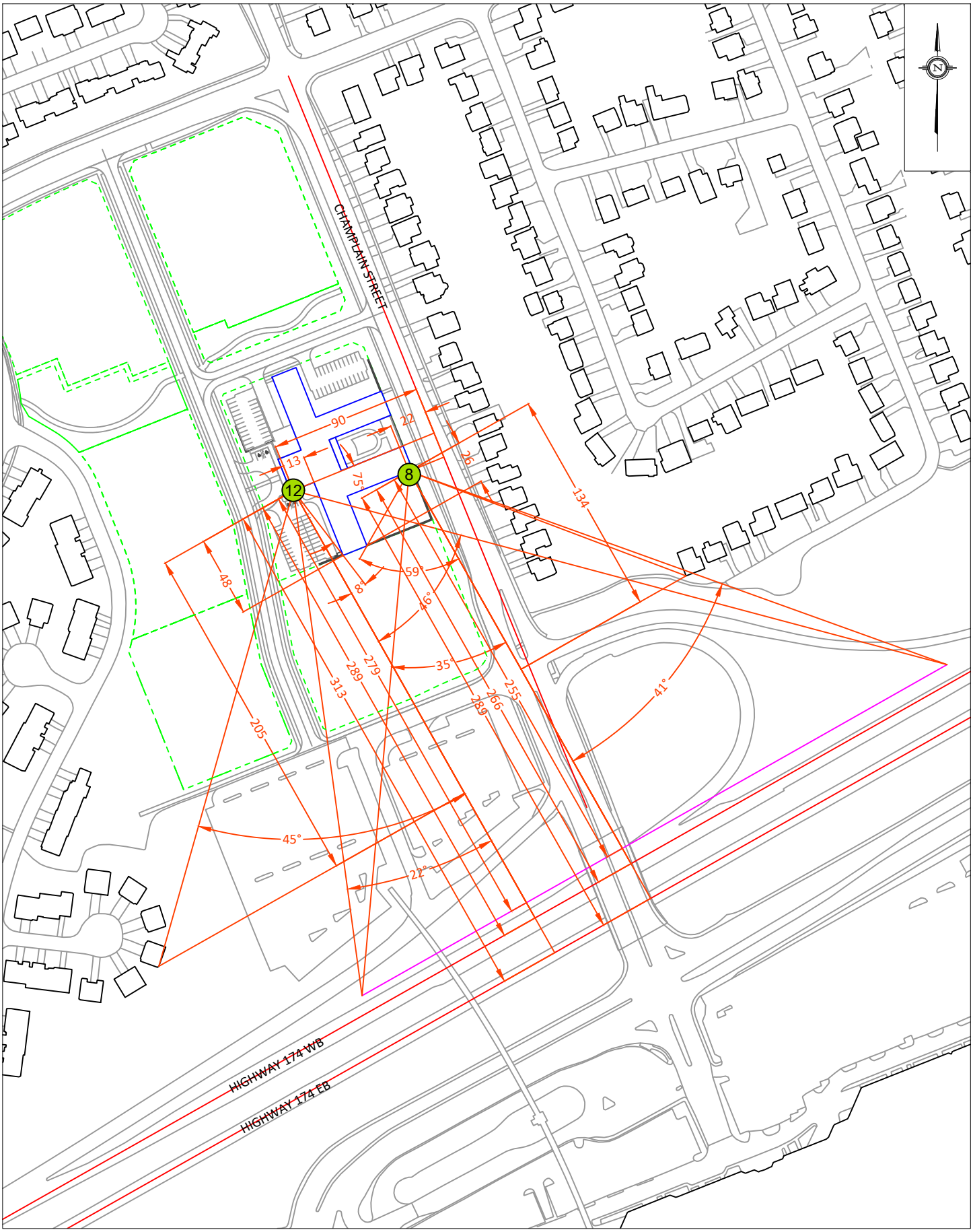
PROJECT	850 CHAMPLAIN STREET, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT		DESCRIPTION
SCALE	1:3000 (APPROX.)	DRAWING NO.	GW16-152-8
DATE	JUNE 9, 2020	DRAWN BY	S.P.

FIGURE 8:
STAMSON INPUT PARAMETERS - RECEPTOR 6 & 7



GRADIENTWIND
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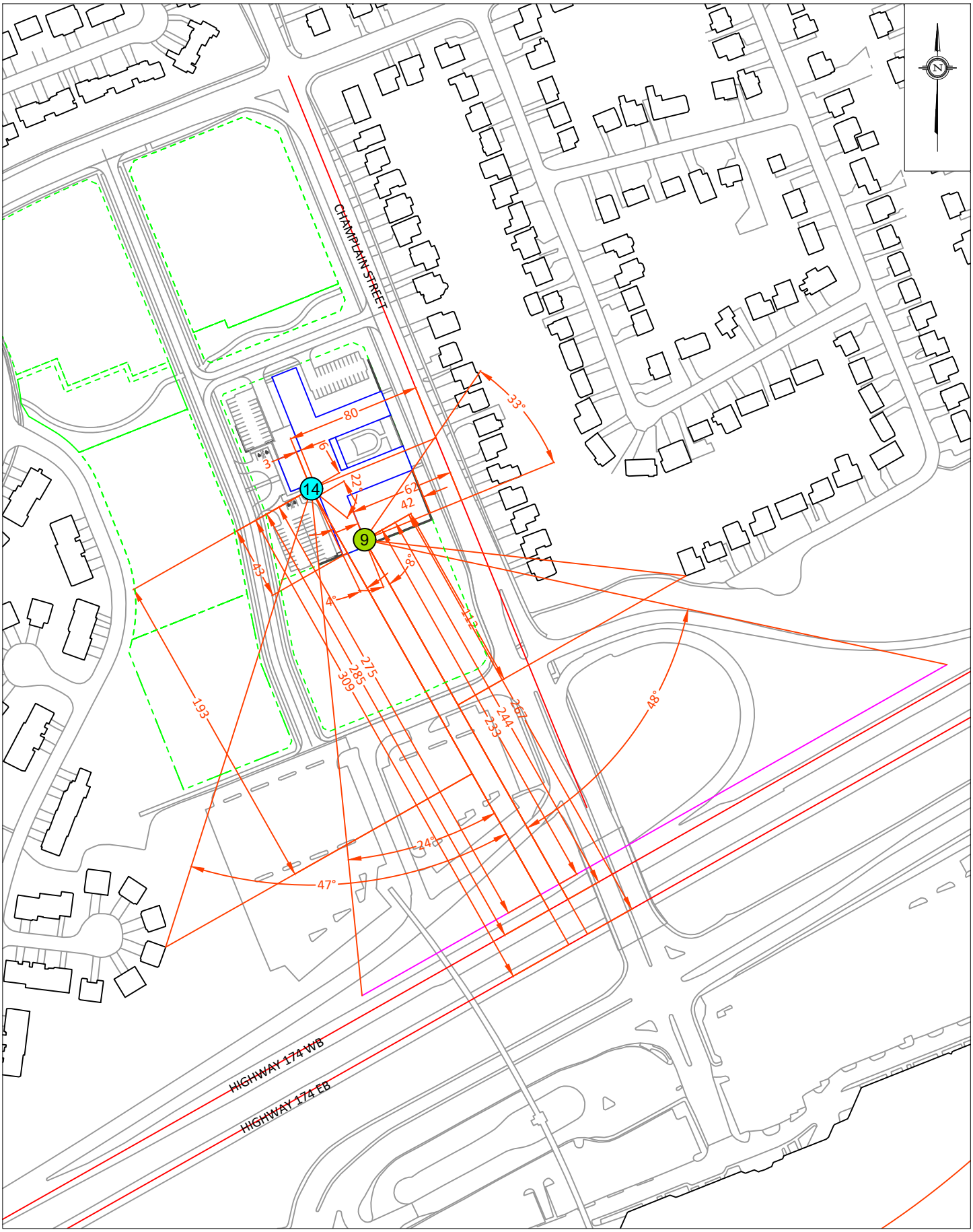
PROJECT	850 CHAMPLAIN STREET, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT		DESCRIPTION
SCALE	1:3000 (APPROX.)	DRAWING NO.	GW16-152-9
DATE	JUNE 9, 2020	DRAWN BY	S.P.

FIGURE 9:
STAMSON INPUT PARAMETERS - RECEPTOR 8 & 12



GRADIENTWIND
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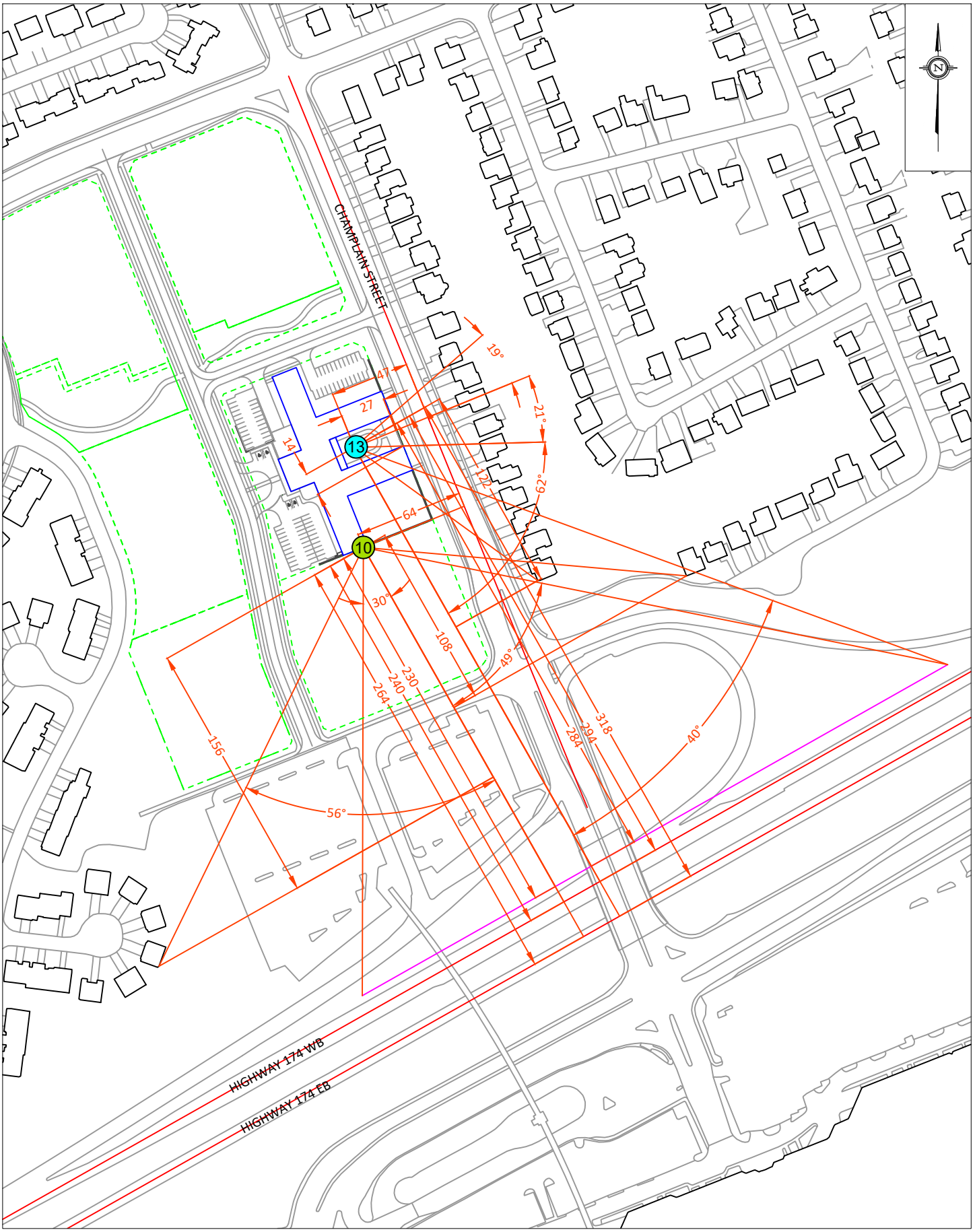
PROJECT	850 CHAMPLAIN STREET, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT		DESCRIPTION
SCALE	1:3000 (APPROX.)	DRAWING NO.	GW16-152-10
DATE	JUNE 9, 2020	DRAWN BY	S.P.

FIGURE 10:
STAMSON INPUT PARAMETERS - RECEPTOR 9 & 14



GRADIENTWIND
ENGINEERS & SCIENTISTS

127 WALGREEN ROAD , OTTAWA, ON
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PROJECT	850 CHAMPLAIN STREET, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT		DESCRIPTION
SCALE	1:3000 (APPROX.)	DRAWING NO.	GW16-152-11
DATE	JUNE 9, 2020	DRAWN BY	S.P.

FIGURE 11:
STAMSON INPUT PARAMETERS - RECEPTOR 10 & 13

```
STAMSON 5.0        NORMAL REPORT        Date: 20-05-2020 19:40:16
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r1.te                Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Champlain (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  :    40 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 # 1: Champlain (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  :  64.00 / 64.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Results segment # 1: Champlain (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 56.41 + 0.00) = 56.41 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90      0   0.00  65.72   0.00  -6.30  -3.01   0.00   0.00   0.00
56.41
-------------------------------------------------------------------------
--

Segment Leq : 56.41 dBA

Total Leq All Segments: 56.41 dBA
```

```
Results segment # 1: Champlain (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 48.81 + 0.00) = 48.81 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90      0   0.00  58.12   0.00  -6.30  -3.01   0.00   0.00   0.00
48.81
-------------------------------------------------------------------------
--

Segment Leq : 48.81 dBA

Total Leq All Segments: 48.81 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 56.41
                           (NIGHT): 48.81
```

```
STAMSON 5.0        NORMAL REPORT        Date: 20-05-2020 19:42:14
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r2.te                Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Champlain (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  :    40 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 # 1: Champlain (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  :  61.00 / 61.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  36.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  41.00 / 41.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: HWY 174 WB1 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -47.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 349.00 / 349.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -47.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 177.00 / 177.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -47.00 deg   -36.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 349.00 / 349.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -47.00 deg   Angle2 : -36.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  35.00 / 35.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 WB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 WB3 (day/night)
---------------------------------------------
Angle1   Angle2           : -36.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 349.00 / 349.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -36.00 deg   Angle2 : 8.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  35.00 / 35.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -47.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 373.00 / 373.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -47.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 177.00 / 177.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 6: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 6: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -47.00 deg   -36.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 373.00 / 373.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -47.00 deg   Angle2 : -36.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  35.00 / 35.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 7: HWY 174 EB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 7: HWY 174 EB3 (day/night)
---------------------------------------------
Angle1   Angle2           : -36.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 373.00 / 373.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -36.00 deg   Angle2 : 8.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  35.00 / 35.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Champlain (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 !       13.50 !        5.43 !         5.43

ROAD (58.08 + 38.83 + 0.00) = 58.13 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     36   0.00  65.72   0.00  -6.09  -1.55   0.00   0.00   0.00
58.08
-------------------------------------------------------------------------------
--
    36     90   0.00  65.72   0.00  -6.09  -5.23   0.00   0.00 -15.57
38.83
-------------------------------------------------------------------------------
--

Segment Leq : 58.13 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !       13.50 !        7.41 !         7.41

ROAD (0.00 + 54.60 + 0.00) = 54.60 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -47   0.00  80.15   0.00 -13.67  -6.22   0.00   0.00  -4.78
55.49*
   -90    -47   0.30  80.15   0.00 -17.77  -7.78   0.00   0.00   0.00
54.60
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 54.60 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !       12.30 !        12.30

ROAD (0.00 + 45.93 + 0.00) = 45.93 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -47    -36   0.00  80.15   0.00 -13.67 -12.14   0.00   0.00  -8.41
45.93
-------------------------------------------------------------------------------
--

Segment Leq : 45.93 dBA
```

```
Results segment # 4: HWY 174 WB3 (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 !       13.50 !       11.89 !        11.89

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -36      8    0.00  80.15   0.00 -13.67  -6.12   0.00   0.00  -9.90
50.47
-------------------------------------------------------------------------------
--

Segment Leq : 50.47 dBA
```

```
Results segment # 5: HWY 174 EB1 (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 !       13.50 !        7.80 !         7.80

ROAD (0.00 + 54.22 + 0.00) = 54.22 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -47   0.00  80.15   0.00 -13.96  -6.22   0.00   0.00  -4.65
55.32*
   -90    -47   0.30  80.15   0.00 -18.14  -7.78   0.00   0.00   0.00
54.22
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 54.22 dBA
```

```
Results segment # 6: HWY 174 EB2 (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 !       13.50 !       12.37 !        12.37

ROAD (0.00 + 45.81 + 0.00) = 45.81 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -47    -36   0.00  80.15   0.00 -13.96 -12.14   0.00   0.00  -8.24
45.81
-------------------------------------------------------------------------------
--

Segment Leq : 45.81 dBA
```

```
Results segment # 7: HWY 174 EB3 (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 !       13.50 !       12.00 !        12.00

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -36      8    0.00  80.15   0.00 -13.96  -6.12   0.00   0.00  -9.66
50.42
-------------------------------------------------------------------------------
--

Segment Leq : 50.42 dBA

Total Leq All Segments: 61.77 dBA
```

```
Results segment # 1: Champlain (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 !       13.50 !        5.43 !         5.43

ROAD (50.48 + 31.23 + 0.00) = 50.53 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     36   0.00  58.12   0.00  -6.09  -1.55   0.00   0.00   0.00
50.48
-------------------------------------------------------------------------------
--
    36     90   0.00  58.12   0.00  -6.09  -5.23   0.00   0.00 -15.57
31.23
-------------------------------------------------------------------------------
--

Segment Leq : 50.53 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !       13.50 !        7.41 !         7.41

ROAD (0.00 + 47.00 + 0.00) = 47.00 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -47   0.00  72.55   0.00 -13.67  -6.22   0.00   0.00  -4.78
47.89*
   -90    -47   0.30  72.55   0.00 -17.77  -7.78   0.00   0.00   0.00
47.00
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 47.00 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !       12.30 !        12.30

ROAD (0.00 + 38.34 + 0.00) = 38.34 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -47    -36   0.00  72.55   0.00 -13.67 -12.14   0.00   0.00  -8.41
38.34
-------------------------------------------------------------------------------
--

Segment Leq : 38.34 dBA
```

```
Results segment # 4: HWY 174 WB3 (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 !       13.50 !       11.89 !        11.89

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -36      8    0.00  72.55   0.00 -13.67  -6.12   0.00   0.00  -9.90
42.87
-------------------------------------------------------------------------------
--

Segment Leq : 42.87 dBA
```

```
Results segment # 5: HWY 174 EB1 (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 !       13.50 !        7.80 !         7.80

ROAD (0.00 + 46.63 + 0.00) = 46.63 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -47   0.00  72.55   0.00 -13.96  -6.22   0.00   0.00  -4.65
47.72*
   -90    -47   0.30  72.55   0.00 -18.14  -7.78   0.00   0.00   0.00
46.63
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 46.63 dBA
```

```
Results segment # 6: HWY 174 EB2 (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 !       13.50 !       12.37 !        12.37

ROAD (0.00 + 38.21 + 0.00) = 38.21 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -47    -36   0.00  72.55   0.00 -13.96 -12.14   0.00   0.00  -8.24
38.21
-------------------------------------------------------------------------------
--

Segment Leq : 38.21 dBA
```

```
Results segment # 7: HWY 174 EB3 (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 !       13.50 !       12.00 !        12.00

ROAD (0.00 + 42.82 + 0.00) = 42.82 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -36      8    0.00  72.55   0.00 -13.96  -6.12   0.00   0.00  -9.66
42.82
-------------------------------------------------------------------------------
--

Segment Leq : 42.82 dBA

Total Leq All Segments: 54.17 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 61.77
                           (NIGHT): 54.17
```

```
STAMSON 5.0        NORMAL REPORT        Date: 16-05-2020 16:32:15
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r3.te                Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Champlain (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  :    40 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 # 1: Champlain (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  :  22.00 / 22.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Results segment # 1: Champlain (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 61.04 + 0.00) = 61.04 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90      0   0.00  65.72   0.00  -1.66  -3.01   0.00   0.00   0.00
61.04
-------------------------------------------------------------------------
--

Segment Leq : 61.04 dBA

Total Leq All Segments: 61.04 dBA


Results segment # 1: Champlain (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.44 + 0.00) = 53.44 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90      0   0.00  58.12   0.00  -1.66  -3.01   0.00   0.00   0.00
53.44
-------------------------------------------------------------------------
--

Segment Leq : 53.44 dBA

Total Leq All Segments: 53.44 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 61.04
                           (NIGHT): 53.44
```

```
TAMSON 5.0        NORMAL REPORT        Date: 20-05-2020 20:18:02
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r4.te                Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Champlain (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  :    40 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 # 1: Champlain (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  :  20.00 / 20.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 2: Hwy 174 WB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: Hwy 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -36.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 307.00 / 307.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -36.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 135.00 / 135.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -36.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 307.00 / 307.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -36.00 deg   Angle2 : 8.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 297.00 / 297.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -36.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 331.00 / 331.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -36.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 135.00 / 135.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -36.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 331.00 / 331.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -36.00 deg   Angle2 : 8.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 297.00 / 297.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Champlain (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 64.47 + 0.00) = 64.47 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     90    0.00  65.72   0.00  -1.25   0.00   0.00   0.00   0.00
64.47
-------------------------------------------------------------------------------
--

Segment Leq : 64.47 dBA
```

```
Results segment # 2: Hwy 174 WB1 (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 !       13.50 !        8.22 !         8.22

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -36   0.00  80.15   0.00 -13.11  -5.23   0.00   0.00  -4.15
57.65*
   -90    -36   0.30  80.15   0.00 -17.05  -6.52   0.00   0.00   0.00
56.58
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 56.58 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !        2.02 !        -1.98

ROAD (0.00 + 49.33 + 0.00) = 49.33 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -36      8   0.06  80.15   0.00 -13.90  -6.13   0.00   0.00 -10.79
49.33
-------------------------------------------------------------------------------
--

Segment Leq : 49.33 dBA
```

```
Results segment # 4: HWY 174 EB1 (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 !       13.50 !        8.60 !         8.60

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -36   0.00  80.15   0.00 -13.44  -5.23   0.00   0.00  -3.86
57.63*
   -90    -36   0.30  80.15   0.00 -17.47  -6.52   0.00   0.00   0.00
56.15
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 56.15 dBA
```

```
Results segment # 5: HWY 174 EB2 (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 !       13.50 !        3.14 !        -0.86

ROAD (0.00 + 54.19 + 0.00) = 54.19 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -36      8   0.06  80.15   0.00 -14.25  -6.13   0.00   0.00  -5.58
54.19
-------------------------------------------------------------------------------
--

Segment Leq : 54.19 dBA

Total Leq All Segments: 66.04 dBA
```

```
Results segment # 1: Champlain (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 56.87 + 0.00) = 56.87 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     90   0.00  58.12   0.00  -1.25   0.00   0.00   0.00   0.00
56.87
-------------------------------------------------------------------------------
--

Segment Leq : 56.87 dBA
```

```
Results segment # 2: Hwy 174 WB1 (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 !       13.50 !        8.22 !         8.22

ROAD (0.00 + 48.98 + 0.00) = 48.98 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -36   0.00  72.55   0.00 -13.11  -5.23   0.00   0.00  -4.15
50.06*
   -90    -36   0.30  72.55   0.00 -17.05  -6.52   0.00   0.00   0.00
48.98
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 48.98 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !        2.02 !        -1.98

ROAD (0.00 + 41.73 + 0.00) = 41.73 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -36      8    0.06  72.55   0.00 -13.90  -6.13   0.00   0.00 -10.79
41.73
-------------------------------------------------------------------------------
--

Segment Leq : 41.73 dBA
```

```
Results segment # 4: HWY 174 EB1 (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 !       13.50 !        8.60 !         8.60

ROAD (0.00 + 48.56 + 0.00) = 48.56 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -36   0.00  72.55   0.00 -13.44  -5.23   0.00   0.00  -3.86
50.03*
   -90    -36   0.30  72.55   0.00 -17.47  -6.52   0.00   0.00   0.00
48.56
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 48.56 dBA
```

```
Results segment # 5: HWY 174 EB2 (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 !       13.50 !        3.14 !        -0.86

ROAD (0.00 + 46.59 + 0.00) = 46.59 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -36      8   0.06  72.55   0.00 -14.25  -6.13   0.00   0.00  -5.58
46.59
-------------------------------------------------------------------------------
--

Segment Leq : 46.59 dBA

Total Leq All Segments: 58.44 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 66.04
                           (NIGHT): 58.44
```

```
STAMSON 5.0        NORMAL REPORT        Date: 20-05-2020 20:19:54
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r5.te                Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Champlain (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  :    40 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 # 1: Champlain (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  :  22.00 / 22.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  84.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :   2.00 / 2.00   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Hwy 174 WB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: Hwy 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -37.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 300.00 / 300.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -37.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 128.00 / 128.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -37.00 deg   1.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 300.00 / 300.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -37.00 deg   Angle2 : 1.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 290.00 / 290.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 WB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 WB3 (day/night)
---------------------------------------------
Angle1   Angle2           :   1.00 deg   32.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 300.00 / 300.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   1.00 deg   Angle2 : 32.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  20.00 / 20.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 WB4 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 WB4 (day/night)
---------------------------------------------
Angle1   Angle2           :  32.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 300.00 / 300.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  32.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  20.00 / 20.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 6: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 6: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -37.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 324.00 / 324.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -37.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 128.00 / 128.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 7: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 7: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -37.00 deg   1.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 324.00 / 324.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -37.00 deg   Angle2 : 1.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 290.00 / 290.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 8: HWY 174 EB3 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 8: HWY 174 EB3 (day/night)
---------------------------------------------
Angle1   Angle2           :   1.00 deg   32.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 324.00 / 324.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   1.00 deg   Angle2 : 32.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  20.00 / 20.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 9: HWY 174 EB4 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 9: HWY 174 EB4 (day/night)
---------------------------------------------
Angle1   Angle2           :  32.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 324.00 / 324.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  32.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  20.00 / 20.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Champlain (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 !       13.50 !       12.41 !        12.41

ROAD (60.74 + 41.47 + 0.00) = 60.79 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     0     84    0.00  65.72   0.00  -1.66  -3.31   0.00   0.00   0.00
60.74
-------------------------------------------------------------------------------
--
    84     90    0.00  65.72   0.00  -1.66 -14.77   0.00   0.00  -7.81
41.47
-------------------------------------------------------------------------------
--

Segment Leq : 60.79 dBA
```

```
Results segment # 2: Hwy 174 WB1 (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 !       13.50 !        8.38 !         8.38

ROAD (0.00 + 56.61 + 0.00) = 56.61 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -37   0.00  80.15   0.00 -13.01  -5.31   0.00   0.00  -4.00
57.83*
   -90    -37   0.30  80.15   0.00 -16.92  -6.62   0.00   0.00   0.00
56.61
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 56.61 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !        2.03 !        -1.97

ROAD (0.00 + 48.89 + 0.00) = 48.89 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -37      1   0.06  80.15   0.00 -13.79  -6.77   0.00   0.00 -10.69
48.89
-------------------------------------------------------------------------------
--

Segment Leq : 48.89 dBA
```

```
Results segment # 4: HWY 174 WB3 (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 !       13.50 !       12.43 !        12.43

ROAD (0.00 + 49.12 + 0.00) = 49.12 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     1     32   0.00  80.15   0.00 -13.01  -7.64   0.00   0.00 -10.37
49.12
-------------------------------------------------------------------------------
--

Segment Leq : 49.12 dBA
```

```
Results segment # 5: HWY 174 WB4 (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 !       13.50 !       12.70 !        12.70

ROAD (0.00 + 54.78 + 0.00) = 54.78 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    32     90    0.00  80.15   0.00 -13.01  -4.92   0.00   0.00  -7.44
54.78
-------------------------------------------------------------------------------
--

Segment Leq : 54.78 dBA
```

```
Results segment # 6: HWY 174 EB1 (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 !       13.50 !        8.76 !         8.76

ROAD (0.00 + 56.17 + 0.00) = 56.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -37   0.00  80.15   0.00 -13.34  -5.31   0.00   0.00  -3.66
57.83*
   -90    -37   0.30  80.15   0.00 -17.35  -6.62   0.00   0.00   0.00
56.17
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 56.17 dBA
```

```
Results segment # 7: HWY 174 EB2 (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 !       13.50 !        3.17 !        -0.83

ROAD (0.00 + 53.70 + 0.00) = 53.70 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -37      1   0.06  80.15   0.00 -14.15  -6.77   0.00   0.00  -5.53
53.70
-------------------------------------------------------------------------------
--

Segment Leq : 53.70 dBA
```

```
Results segment # 8: HWY 174 EB3 (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 !       13.50 !       12.51 !        12.51

ROAD (0.00 + 49.02 + 0.00) = 49.02 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     1     32   0.00  80.15   0.00 -13.34  -7.64   0.00   0.00 -10.14
49.02
-------------------------------------------------------------------------------
--

Segment Leq : 49.02 dBA
```

```
Results segment # 9: HWY 174 EB4 (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 !       13.50 !       12.76 !        12.76

ROAD (0.00 + 54.55 + 0.00) = 54.55 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    32     90    0.00  80.15   0.00 -13.34  -4.92   0.00   0.00  -7.34
54.55
-------------------------------------------------------------------------------
--

Segment Leq : 54.55 dBA

Total Leq All Segments: 64.96 dBA
```

```
Results segment # 1: Champlain (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 !       13.50 !       12.41 !        12.41

ROAD (53.14 + 33.88 + 0.00) = 53.20 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     0     84    0.00  58.12   0.00  -1.66  -3.31   0.00   0.00   0.00
53.14
-------------------------------------------------------------------------------
--
    84     90    0.00  58.12   0.00  -1.66 -14.77   0.00   0.00  -7.81
33.88
-------------------------------------------------------------------------------
--

Segment Leq : 53.20 dBA
```

```
Results segment # 2: Hwy 174 WB1 (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 !       13.50 !        8.38 !         8.38

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -37   0.00  72.55   0.00 -13.01  -5.31   0.00   0.00  -4.00
50.23*
   -90    -37   0.30  72.55   0.00 -16.92  -6.62   0.00   0.00   0.00
49.01
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 49.01 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !        2.03 !        -1.97

ROAD (0.00 + 41.29 + 0.00) = 41.29 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -37      1   0.06  72.55   0.00 -13.79  -6.77   0.00   0.00 -10.69
41.29
-------------------------------------------------------------------------------
--

Segment Leq : 41.29 dBA
```

```
Results segment # 4: HWY 174 WB3 (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 !       13.50 !       12.43 !        12.43

ROAD (0.00 + 41.53 + 0.00) = 41.53 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     1     32   0.00  72.55   0.00 -13.01  -7.64   0.00   0.00 -10.37
41.53
-------------------------------------------------------------------------------
--

Segment Leq : 41.53 dBA
```

```
Results segment # 5: HWY 174 WB4 (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 !       13.50 !       12.70 !        12.70

ROAD (0.00 + 47.19 + 0.00) = 47.19 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    32     90    0.00  72.55   0.00 -13.01  -4.92   0.00   0.00  -7.44
47.19
-------------------------------------------------------------------------------
--

Segment Leq : 47.19 dBA
```

```
Results segment # 6: HWY 174 EB1 (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 !       13.50 !        8.76 !         8.76

ROAD (0.00 + 48.58 + 0.00) = 48.58 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -37   0.00  72.55   0.00 -13.34  -5.31   0.00   0.00  -3.66
50.23*
   -90    -37   0.30  72.55   0.00 -17.35  -6.62   0.00   0.00   0.00
48.58
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 48.58 dBA
```

```
Results segment # 7: HWY 174 EB2 (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 !       13.50 !        3.17 !        -0.83

ROAD (0.00 + 46.10 + 0.00) = 46.10 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -37      1   0.06  72.55   0.00 -14.15  -6.77   0.00   0.00  -5.53
46.10
-------------------------------------------------------------------------------
--

Segment Leq : 46.10 dBA
```

```
Results segment # 8: HWY 174 EB3 (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 !       13.50 !       12.51 !        12.51

ROAD (0.00 + 41.42 + 0.00) = 41.42 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     1     32   0.00  72.55   0.00 -13.34  -7.64   0.00   0.00 -10.14
41.42
-------------------------------------------------------------------------------
--

Segment Leq : 41.42 dBA
```

```
Results segment # 9: HWY 174 EB4 (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 !       13.50 !       12.76 !        12.76

ROAD (0.00 + 46.95 + 0.00) = 46.95 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    32     90    0.00  72.55   0.00 -13.34  -4.92   0.00   0.00  -7.34
46.95
-------------------------------------------------------------------------------
--

Segment Leq : 46.95 dBA

Total Leq All Segments: 57.36 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 64.96
                           (NIGHT): 57.36
```

```
STAMSON 5.0        NORMAL REPORT        Date: 20-05-2020 19:46:44
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r6.te                Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Champlain1 (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  :    40 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 # 1: Champlain1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -14.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  59.00 / 59.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -14.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  39.00 / 39.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Champlain2 (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  :    40 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 # 2: Champlain2 (day/night)
---------------------------------------------
Angle1   Angle2           : -14.00 deg   14.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  59.00 / 59.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 3: Champlain3 (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  :    40 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: Champlain3 (day/night)
--------------------------------------------
Angle1   Angle2           :  14.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  59.00 / 59.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  14.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  39.00 / 39.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 WB1 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -68.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 295.00 / 295.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -68.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 123.00 / 123.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -68.00 deg   -42.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 295.00 / 295.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -68.00 deg   Angle2 : -42.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 6: HWY 174 WB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 6: HWY 174 WB3 (day/night)
---------------------------------------------
Angle1   Angle2           : -42.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 295.00 / 295.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -42.00 deg   Angle2 : 8.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 7: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 7: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -68.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 319.00 / 319.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -68.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 123.00 / 123.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 8: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 8: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -68.00 deg   -42.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 319.00 / 319.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -68.00 deg   Angle2 : -42.00 deg
Barrier height            :   3.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          :  15.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 9: HWY 174 EB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 9: HWY 174 EB3 (day/night)
---------------------------------------------
Angle1   Angle2           : -42.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 319.00 / 319.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -42.00 deg   Angle2 : 8.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Champlain1 (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 !       13.50 !        5.56 !         5.56

ROAD (0.00 + 39.60 + 0.00) = 39.60 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -14   0.00  65.72   0.00  -5.95  -3.74   0.00   0.00 -16.42
39.60
-------------------------------------------------------------------------------
--

Segment Leq : 39.60 dBA
```

```
Results segment # 2: Champlain2 (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 51.69 + 0.00) = 51.69 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -14     14   0.00  65.72   0.00  -5.95  -8.08   0.00   0.00   0.00
51.69
-------------------------------------------------------------------------------
--

Segment Leq : 51.69 dBA
```

```
Results segment # 3: Champlain3 (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 !       13.50 !        5.56 !         5.56

ROAD (0.00 + 39.60 + 0.00) = 39.60 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    14     90   0.00  65.72   0.00  -5.95  -3.74   0.00   0.00 -16.42
39.60
-------------------------------------------------------------------------------
--

Segment Leq : 39.60 dBA
```

```
Results segment # 4: HWY 174 WB1 (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 !       13.50 !        8.49 !         8.49

ROAD (0.00 + 51.80 + 0.00) = 51.80 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -68    0.00  80.15   0.00 -12.94  -9.13   0.00   0.00  -4.54
53.55*
   -90    -68    0.30  80.15   0.00 -16.82 -11.53   0.00   0.00   0.00
51.80
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 51.80 dBA
```

```
Results segment # 5: HWY 174 WB2 (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 !       13.50 !       12.89 !        12.89

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -68    -42   0.00  80.15   0.00 -12.94  -8.40   0.00   0.00  -8.42
50.39
-------------------------------------------------------------------------------
--

Segment Leq : 50.39 dBA
```

```
Results segment # 6: HWY 174 WB3 (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 !       13.50 !       12.69 !        12.69

ROAD (0.00 + 51.15 + 0.00) = 51.15 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -42      8    0.00  80.15   0.00 -12.94  -5.56   0.00   0.00 -10.50
51.15
-------------------------------------------------------------------------------
--

Segment Leq : 51.15 dBA
```

```
Results segment # 7: HWY 174 EB1 (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 !       13.50 !        8.87 !         8.87

ROAD (0.00 + 51.36 + 0.00) = 51.36 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -68    0.00  80.15   0.00 -13.28  -9.13   0.00   0.00  -4.40
53.34*
   -90    -68    0.30  80.15   0.00 -17.26 -11.53   0.00   0.00   0.00
51.36
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 51.36 dBA
```

```
Results segment # 8: HWY 174 EB2 (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 !       13.50 !       13.64 !        13.64

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -68    -42   0.12  80.15   0.00 -14.87  -8.71   0.00   0.00   0.00
56.57*
   -68    -42   0.30  80.15   0.00 -17.26  -9.16   0.00   0.00   0.00
53.73
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 53.73 dBA
```

```
Results segment # 9: HWY 174 EB3 (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 !       13.50 !       12.75 !        12.75

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -42      8   0.00  80.15   0.00 -13.28  -5.56   0.00   0.00 -10.30
51.00
-------------------------------------------------------------------------------
--

Segment Leq : 51.00 dBA

Total Leq All Segments: 60.23 dBA
```

```
Results segment # 1: Champlain1 (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 !       13.50 !        5.56 !         5.56

ROAD (0.00 + 32.00 + 0.00) = 32.00 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -14    0.00  58.12   0.00  -5.95  -3.74   0.00   0.00 -16.42
32.00
-------------------------------------------------------------------------------
--

Segment Leq : 32.00 dBA
```

```
Results segment # 2: Champlain2 (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -14     14    0.00  58.12   0.00  -5.95  -8.08   0.00   0.00   0.00
44.09
-------------------------------------------------------------------------------
--

Segment Leq : 44.09 dBA
```

```
Results segment # 3: Champlain3 (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 !       13.50 !        5.56 !         5.56

ROAD (0.00 + 32.00 + 0.00) = 32.00 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    14     90   0.00  58.12   0.00  -5.95  -3.74   0.00   0.00 -16.42
32.00
-------------------------------------------------------------------------------
--

Segment Leq : 32.00 dBA
```

```
Results segment # 4: HWY 174 WB1 (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 !       13.50 !        8.49 !         8.49

ROAD (0.00 + 44.20 + 0.00) = 44.20 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -68    0.00  72.55   0.00 -12.94  -9.13   0.00   0.00  -4.54
45.95*
   -90    -68    0.30  72.55   0.00 -16.82 -11.53   0.00   0.00   0.00
44.20
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 44.20 dBA
```

```
Results segment # 5: HWY 174 WB2 (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 !       13.50 !       12.89 !        12.89

ROAD (0.00 + 42.79 + 0.00) = 42.79 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -68    -42   0.00  72.55   0.00 -12.94  -8.40   0.00   0.00  -8.42
42.79
-------------------------------------------------------------------------------
--

Segment Leq : 42.79 dBA
```

```
Results segment # 6: HWY 174 WB3 (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 !       13.50 !       12.69 !        12.69

ROAD (0.00 + 43.55 + 0.00) = 43.55 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -42      8    0.00  72.55   0.00 -12.94  -5.56   0.00   0.00 -10.50
43.55
-------------------------------------------------------------------------------
--

Segment Leq : 43.55 dBA
```

```
Results segment # 7: HWY 174 EB1 (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 !       13.50 !        8.87 !         8.87

ROAD (0.00 + 43.76 + 0.00) = 43.76 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -68    0.00  72.55   0.00 -13.28  -9.13   0.00   0.00  -4.40
45.74*
   -90    -68    0.30  72.55   0.00 -17.26 -11.53   0.00   0.00   0.00
43.76
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 43.76 dBA
```

```
Results segment # 8: HWY 174 EB2 (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 !       13.50 !       13.64 !        13.64

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -68    -42   0.12  72.55   0.00 -14.87  -8.71   0.00   0.00   0.00
48.97*
   -68    -42   0.30  72.55   0.00 -17.26  -9.16   0.00   0.00   0.00
46.13
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 46.13 dBA
```

```
Results segment # 9: HWY 174 EB3 (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 !       13.50 !       12.75 !        12.75

ROAD (0.00 + 43.41 + 0.00) = 43.41 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -42      8    0.00  72.55   0.00 -13.28  -5.56   0.00   0.00 -10.30
43.41
-------------------------------------------------------------------------------
--

Segment Leq : 43.41 dBA

Total Leq All Segments: 52.64 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 60.23
                           (NIGHT): 52.64
```

```
STAMSON 5.0        NORMAL REPORT        Date: 20-05-2020 19:47:35
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r7.te                Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Champlain (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  :    40 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 # 1: Champlain (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  :  20.00 / 20.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 2: HWY 174 WB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -40.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 273.00 / 273.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -40.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 141.00 / 141.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -40.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 273.00 / 273.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -40.00 deg   Angle2 : 8.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 262.00 / 262.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -40.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 296.00 / 296.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -40.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 141.00 / 141.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -40.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 296.00 / 296.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -40.00 deg   Angle2 : 8.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 262.00 / 262.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Champlain (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 64.47 + 0.00) = 64.47 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     90    0.00  65.72   0.00  -1.25   0.00   0.00   0.00   0.00
64.47
-------------------------------------------------------------------------------
--

Segment Leq : 64.47 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !       13.50 !        7.30 !         7.30

ROAD (0.00 + 56.82 + 0.00) = 56.82 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -40    0.00  80.15   0.00 -12.60  -5.56   0.00   0.00  -4.72
57.26*
   -90    -40    0.30  80.15   0.00 -16.38  -6.95   0.00   0.00   0.00
56.82
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 56.82 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !        2.14 !        -1.86

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -40      8   0.06  80.15   0.00 -13.36  -5.76   0.00   0.00 -10.00
51.03
-------------------------------------------------------------------------------
--

Segment Leq : 51.03 dBA
```

```
Results segment # 4: HWY 174 EB1 (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 !       13.50 !        7.78 !         7.78

ROAD (0.00 + 56.36 + 0.00) = 56.36 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -40    0.00  80.15   0.00 -12.95  -5.56   0.00   0.00  -4.50
57.13*
   -90    -40    0.30  80.15   0.00 -16.84  -6.95   0.00   0.00   0.00
56.36
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 56.36 dBA
```

```
Results segment # 5: HWY 174 EB2 (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 !       13.50 !        3.33 !        -0.67

ROAD (0.00 + 55.31 + 0.00) = 55.31 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -40      8    0.06  80.15   0.00 -13.73  -5.76   0.00   0.00  -5.35
55.31
-------------------------------------------------------------------------------
--

Segment Leq : 55.31 dBA

Total Leq All Segments: 66.21 dBA
```

```
Results segment # 1: Champlain (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 56.87 + 0.00) = 56.87 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     90    0.00  58.12   0.00  -1.25   0.00   0.00   0.00   0.00
56.87
-------------------------------------------------------------------------------
--

Segment Leq : 56.87 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !       13.50 !        7.30 !         7.30

ROAD (0.00 + 49.22 + 0.00) = 49.22 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -40    0.00  72.55   0.00 -12.60  -5.56   0.00   0.00  -4.72
49.67*
   -90    -40    0.30  72.55   0.00 -16.38  -6.95   0.00   0.00   0.00
49.22
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 49.22 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !        2.14 !        -1.86

ROAD (0.00 + 43.43 + 0.00) = 43.43 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -40      8   0.06  72.55   0.00 -13.36  -5.76   0.00   0.00 -10.00
43.43
-------------------------------------------------------------------------------
--

Segment Leq : 43.43 dBA
```

```
Results segment # 4: HWY 174 EB1 (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 !       13.50 !        7.78 !         7.78

ROAD (0.00 + 48.77 + 0.00) = 48.77 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -40    0.00  72.55   0.00 -12.95  -5.56   0.00   0.00  -4.50
49.53*
   -90    -40    0.30  72.55   0.00 -16.84  -6.95   0.00   0.00   0.00
48.77
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 48.77 dBA
```

```
Results segment # 5: HWY 174 EB2 (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 !       13.50 !        3.33 !        -0.67

ROAD (0.00 + 47.71 + 0.00) = 47.71 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -40      8    0.06  72.55   0.00 -13.73  -5.76   0.00   0.00  -5.35
47.71
-------------------------------------------------------------------------------
--

Segment Leq : 47.71 dBA

Total Leq All Segments: 58.61 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 66.21
                           (NIGHT): 58.61
```

```
STAMSON 5.0        NORMAL REPORT        Date: 20-05-2020 19:48:24
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r8.te                Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Champlain (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  :    40 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 # 1: Champlain (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  :  22.00 / 22.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 2: HWY 174 WB1 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -41.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 266.00 / 266.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -41.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 134.00 / 134.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -41.00 deg   35.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 266.00 / 266.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -41.00 deg   Angle2 : 35.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 255.00 / 255.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 WB3 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 WB3 (day/night)
---------------------------------------------
Angle1   Angle2           :  35.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 266.00 / 266.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  59.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  26.00 / 26.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -41.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 289.00 / 289.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -41.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 134.00 / 134.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 6: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 6: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -41.00 deg   35.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 289.00 / 289.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -41.00 deg   Angle2 : 35.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 255.00 / 255.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 7: HWY 174 EB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 7: HWY 174 EB3 (day/night)
---------------------------------------------
Angle1   Angle2           :  35.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 289.00 / 289.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  59.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  26.00 / 26.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Champlain (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 61.04 + 0.00) = 61.04 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     0     90    0.00  65.72   0.00  -1.66  -3.01   0.00   0.00   0.00
61.04
-------------------------------------------------------------------------------
--

Segment Leq : 61.04 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !       13.50 !        7.45 !         7.45

ROAD (0.00 + 56.85 + 0.00) = 56.85 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -41    0.00  80.15   0.00 -12.49  -5.65   0.00   0.00  -4.65
57.36*
   -90    -41    0.30  80.15   0.00 -16.24  -7.06   0.00   0.00   0.00
56.85
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 56.85 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !        2.16 !        -1.84

ROAD (0.00 + 53.22 + 0.00) = 53.22 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -41     35   0.06  80.15   0.00 -13.24  -3.77   0.00   0.00  -9.92
53.22
-------------------------------------------------------------------------------
--

Segment Leq : 53.22 dBA
```

```
Results segment # 4: HWY 174 WB3 (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 !       13.50 !       12.33 !        12.33

ROAD (54.64 + 53.36 + 0.00) = 57.06 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    35     59   0.30  80.15   0.00 -16.24  -9.27   0.00   0.00   0.00
54.64
-------------------------------------------------------------------------------
--
    59     90   0.00  80.15   0.00 -12.49  -7.64   0.00   0.00  -6.66
53.36
-------------------------------------------------------------------------------
--

Segment Leq : 57.06 dBA
```

```
Results segment # 5: HWY 174 EB1 (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 !       13.50 !        7.93 !         7.93

ROAD (0.00 + 56.39 + 0.00) = 56.39 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -41    0.00  80.15   0.00 -12.85  -5.65   0.00   0.00  -4.40
57.25*
   -90    -41    0.30  80.15   0.00 -16.70  -7.06   0.00   0.00   0.00
56.39
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 56.39 dBA
```

```
Results segment # 6: HWY 174 EB2 (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 !       13.50 !        3.38 !        -0.62

ROAD (0.00 + 57.45 + 0.00) = 57.45 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -41     35   0.06  80.15   0.00 -13.62  -3.77   0.00   0.00  -5.31
57.45
-------------------------------------------------------------------------------
--

Segment Leq : 57.45 dBA
```

```
Results segment # 7: HWY 174 EB3 (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 !       13.50 !       12.42 !        12.42

ROAD (54.18 + 53.10 + 0.00) = 56.68 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    35     59   0.30  80.15   0.00 -16.70  -9.27   0.00   0.00   0.00
54.18
-------------------------------------------------------------------------------
--
    59     90   0.00  80.15   0.00 -12.85  -7.64   0.00   0.00  -6.56
53.10
-------------------------------------------------------------------------------
--

Segment Leq : 56.68 dBA

Total Leq All Segments: 65.94 dBA
```

```
Results segment # 1: Champlain (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.44 + 0.00) = 53.44 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     0     90   0.00  58.12   0.00  -1.66  -3.01   0.00   0.00   0.00
53.44
-------------------------------------------------------------------------------
--

Segment Leq : 53.44 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !       13.50 !        7.45 !         7.45

ROAD (0.00 + 49.26 + 0.00) = 49.26 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -41    0.00  72.55   0.00 -12.49  -5.65   0.00   0.00  -4.65
49.77*
   -90    -41    0.30  72.55   0.00 -16.24  -7.06   0.00   0.00   0.00
49.26
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 49.26 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !        2.16 !        -1.84

ROAD (0.00 + 45.62 + 0.00) = 45.62 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -41     35   0.06  72.55   0.00 -13.24  -3.77   0.00   0.00  -9.92
45.62
-------------------------------------------------------------------------------
--

Segment Leq : 45.62 dBA
```

```
Results segment # 4: HWY 174 WB3 (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 !       13.50 !       12.33 !        12.33

ROAD (47.05 + 45.76 + 0.00) = 49.46 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    35     59    0.30  72.55   0.00 -16.24  -9.27   0.00   0.00   0.00
47.05
-------------------------------------------------------------------------------
--
    59     90    0.00  72.55   0.00 -12.49  -7.64   0.00   0.00  -6.66
45.76
-------------------------------------------------------------------------------
--

Segment Leq : 49.46 dBA
```

```
Results segment # 5: HWY 174 EB1 (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 !       13.50 !        7.93 !         7.93

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -41   0.00  72.55   0.00 -12.85  -5.65   0.00   0.00  -4.40
49.65*
   -90    -41   0.30  72.55   0.00 -16.70  -7.06   0.00   0.00   0.00
48.79
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 48.79 dBA
```

```
Results segment # 6: HWY 174 EB2 (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 !       13.50 !        3.38 !        -0.62

ROAD (0.00 + 49.86 + 0.00) = 49.86 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -41     35   0.06  72.55   0.00 -13.62  -3.77   0.00   0.00  -5.31
49.86
-------------------------------------------------------------------------------
--

Segment Leq : 49.86 dBA
```

```
Results segment # 7: HWY 174 EB3 (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 !       13.50 !       12.42 !        12.42

ROAD (46.58 + 45.50 + 0.00) = 49.09 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    35     59   0.30  72.55   0.00 -16.70  -9.27   0.00   0.00   0.00
46.58
-------------------------------------------------------------------------------
--
    59     90   0.00  72.55   0.00 -12.85  -7.64   0.00   0.00  -6.56
45.50
-------------------------------------------------------------------------------
--

Segment Leq : 49.09 dBA

Total Leq All Segments: 58.35 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 65.94
                           (NIGHT): 58.35
```

```
STAMSON 5.0        NORMAL REPORT        Date: 20-05-2020 20:24:09
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r9.te                Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Champlain (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  :    40 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 # 1: Champlain (day/night)
--------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  62.00 / 62.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -33.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  42.00 / 42.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: HWY 174 WB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -48.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 244.00 / 244.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -48.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 112.00 / 112.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -48.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 244.00 / 244.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -48.00 deg   Angle2 : 8.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 233.00 / 233.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -48.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 267.00 / 267.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -48.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 112.00 / 112.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -48.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 267.00 / 267.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -48.00 deg   Angle2 : 8.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 233.00 / 233.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Champlain (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 !       13.50 !        5.37 !         5.37

ROAD (0.00 + 38.83 + 55.48) = 55.57 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -33   0.00  65.72   0.00  -6.16  -4.99   0.00   0.00 -15.73
38.83
-------------------------------------------------------------------------------
--
   -33     90   0.30  65.72   0.00  -8.01  -2.23   0.00   0.00   0.00
55.48
-------------------------------------------------------------------------------
--

Segment Leq : 55.57 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !       13.50 !        7.99 !         7.99

ROAD (0.00 + 56.49 + 0.00) = 56.49 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -48   0.00  80.15   0.00 -12.11  -6.32   0.00   0.00  -4.34
57.38*
   -90    -48   0.30  80.15   0.00 -15.75  -7.91   0.00   0.00   0.00
56.49
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 56.49 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !        2.22 !        -1.78

ROAD (0.00 + 52.59 + 0.00) = 52.59 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -48      8    0.06  80.15   0.00 -12.84  -5.10   0.00   0.00  -9.62
52.59
-------------------------------------------------------------------------------
--

Segment Leq : 52.59 dBA
```

```
Results segment # 4: HWY 174 EB1 (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 !       13.50 !        8.46 !         8.46

ROAD (0.00 + 55.98 + 0.00) = 55.98 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -48   0.00  80.15   0.00 -12.50  -6.32   0.00   0.00  -4.01
57.31*
   -90    -48   0.30  80.15   0.00 -16.26  -7.91   0.00   0.00   0.00
55.98
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 55.98 dBA
```

```
Results segment # 5: HWY 174 EB2 (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 !       13.50 !        3.53 !        -0.47

ROAD (0.00 + 56.62 + 0.00) = 56.62 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -48      8    0.06  80.15   0.00 -13.26  -5.10   0.00   0.00  -5.17
56.62
-------------------------------------------------------------------------------
--

Segment Leq : 56.62 dBA

Total Leq All Segments: 62.66 dBA
```

```
Results segment # 1: Champlain (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 !       13.50 !        5.37 !         5.37

ROAD (0.00 + 31.23 + 47.88) = 47.97 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -33   0.00  58.12   0.00  -6.16  -4.99   0.00   0.00 -15.73
31.23
-------------------------------------------------------------------------------
--
   -33     90   0.30  58.12   0.00  -8.01  -2.23   0.00   0.00   0.00
47.88
-------------------------------------------------------------------------------
--

Segment Leq : 47.97 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !       13.50 !        7.99 !         7.99

ROAD (0.00 + 48.89 + 0.00) = 48.89 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -48   0.00  72.55   0.00 -12.11  -6.32   0.00   0.00  -4.34
49.78*
   -90    -48   0.30  72.55   0.00 -15.75  -7.91   0.00   0.00   0.00
48.89
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 48.89 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !        2.22 !        -1.78

ROAD (0.00 + 44.99 + 0.00) = 44.99 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -48      8    0.06  72.55   0.00 -12.84  -5.10   0.00   0.00  -9.62
44.99
-------------------------------------------------------------------------------
--

Segment Leq : 44.99 dBA
```

```
Results segment # 4: HWY 174 EB1 (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 !       13.50 !        8.46 !         8.46

ROAD (0.00 + 48.38 + 0.00) = 48.38 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -48   0.00  72.55   0.00 -12.50  -6.32   0.00   0.00  -4.01
49.72*
   -90    -48   0.30  72.55   0.00 -16.26  -7.91   0.00   0.00   0.00
48.38
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 48.38 dBA
```

```
Results segment # 5: HWY 174 EB2 (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 !       13.50 !        3.53 !        -0.47

ROAD (0.00 + 49.02 + 0.00) = 49.02 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -48      8    0.06  72.55   0.00 -13.26  -5.10   0.00   0.00  -5.17
49.02
-------------------------------------------------------------------------------
--

Segment Leq : 49.02 dBA

Total Leq All Segments: 55.06 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 62.66
                           (NIGHT): 55.06
```

```
STAMSON 5.0         NORMAL REPORT         Date: 20-05-2020 19:50:11
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r10.te                Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Champlain (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  :    40 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 # 1: Champlain (day/night)
--------------------------------------------
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  64.00 / 64.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 2: HWY 174 WB1 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -49.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 240.00 / 240.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -49.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 108.00 / 108.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -49.00 deg   30.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 240.00 / 240.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -49.00 deg   Angle2 : 30.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 230.00 / 230.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 WB3 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 WB3 (day/night)
---------------------------------------------
Angle1   Angle2           :  30.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 240.00 / 240.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  56.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 156.00 / 156.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -49.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 264.00 / 264.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -49.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 108.00 / 108.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 6: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 6: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -49.00 deg   30.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 264.00 / 264.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -49.00 deg   Angle2 : 30.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 230.00 / 230.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 7: HWY 174 EB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 7: HWY 174 EB3 (day/night)
---------------------------------------------
Angle1   Angle2           :  30.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 264.00 / 264.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  56.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 156.00 / 156.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Champlain (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.74 + 0.00) = 53.74 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
     0     90   0.30  65.72   0.00  -8.19  -3.78   0.00   0.00   0.00
53.74
-------------------------------------------------------------------------
--

Segment Leq : 53.74 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !       13.50 !        8.10 !         8.10

ROAD (0.00 + 56.45 + 0.00) = 56.45 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -49   0.00  80.15   0.00 -12.04  -6.42   0.00   0.00  -4.26
57.42*
   -90    -49   0.30  80.15   0.00 -15.66  -8.04   0.00   0.00   0.00
56.45
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 56.45 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !        2.16 !        -1.84

ROAD (0.00 + 53.65 + 0.00) = 53.65 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -49     30   0.06  80.15   0.00 -12.77  -3.60   0.00   0.00 -10.13
53.65
-------------------------------------------------------------------------------
--

Segment Leq : 53.65 dBA
```

```
Results segment # 4: HWY 174 WB3 (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 !       13.50 !        5.70 !         5.70

ROAD (55.66 + 55.86 + 0.00) = 58.77 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    30     56    0.30  80.15   0.00 -15.66  -8.83   0.00   0.00   0.00
55.66
-------------------------------------------------------------------------------
--
    56     90    0.00  80.15   0.00 -12.04  -7.24   0.00   0.00  -5.01
55.86
-------------------------------------------------------------------------------
--

Segment Leq : 58.77 dBA
```

```
Results segment # 5: HWY 174 EB1 (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 !       13.50 !        8.59 !         8.59

ROAD (0.00 + 55.91 + 0.00) = 55.91 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -49   0.00  80.15   0.00 -12.46  -6.42   0.00   0.00  -3.89
57.37*
   -90    -49   0.30  80.15   0.00 -16.19  -8.04   0.00   0.00   0.00
55.91
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 55.91 dBA
```

```
Results segment # 6: HWY 174 EB2 (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 !       13.50 !        3.56 !        -0.44

ROAD (0.00 + 58.18 + 0.00) = 58.18 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -49     30    0.06  80.15   0.00 -13.20  -3.60   0.00   0.00  -5.16
58.18
-------------------------------------------------------------------------------
--

Segment Leq : 58.18 dBA
```

```
Results segment # 7: HWY 174 EB3 (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 !       13.50 !        6.41 !         6.41

ROAD (55.12 + 54.87 + 0.00) = 58.01 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    30     56    0.30  80.15   0.00 -16.19  -8.83   0.00   0.00   0.00
55.12
-------------------------------------------------------------------------------
--
    56     90    0.00  80.15   0.00 -12.46  -7.24   0.00   0.00  -4.98
55.47*
    56     90    0.30  80.15   0.00 -16.19  -9.09   0.00   0.00   0.00
54.87
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 58.01 dBA

Total Leq All Segments: 65.24 dBA
```

```
Results segment # 1: Champlain (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 46.15 + 0.00) = 46.15 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
     0     90   0.30  58.12   0.00  -8.19  -3.78   0.00   0.00   0.00
46.15
-------------------------------------------------------------------------
--

Segment Leq : 46.15 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !       13.50 !        8.10 !         8.10

ROAD (0.00 + 48.85 + 0.00) = 48.85 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -49   0.00  72.55   0.00 -12.04  -6.42   0.00   0.00  -4.26
49.83*
   -90    -49   0.30  72.55   0.00 -15.66  -8.04   0.00   0.00   0.00
48.85
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 48.85 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !       13.50 !        2.16 !        -1.84

ROAD (0.00 + 46.05 + 0.00) = 46.05 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -49     30    0.06  72.55   0.00 -12.77  -3.60   0.00   0.00 -10.13
46.05
-------------------------------------------------------------------------------
--

Segment Leq : 46.05 dBA
```

```
Results segment # 4: HWY 174 WB3 (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 !       13.50 !        5.70 !         5.70

ROAD (48.07 + 48.26 + 0.00) = 51.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    30     56    0.30  72.55   0.00 -15.66  -8.83   0.00   0.00   0.00
48.07
-------------------------------------------------------------------------------
--
    56     90    0.00  72.55   0.00 -12.04  -7.24   0.00   0.00  -5.01
48.26
-------------------------------------------------------------------------------
--

Segment Leq : 51.17 dBA
```

```
Results segment # 5: HWY 174 EB1 (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 !       13.50 !        8.59 !         8.59

ROAD (0.00 + 48.31 + 0.00) = 48.31 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -49   0.00  72.55   0.00 -12.46  -6.42   0.00   0.00  -3.89
49.78*
   -90    -49   0.30  72.55   0.00 -16.19  -8.04   0.00   0.00   0.00
48.31
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 48.31 dBA
```

```
Results segment # 6: HWY 174 EB2 (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 !       13.50 !        3.56 !        -0.44

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -49     30    0.06  72.55   0.00 -13.20  -3.60   0.00   0.00  -5.16
50.59
-------------------------------------------------------------------------------
--

Segment Leq : 50.59 dBA
```

```
Results segment # 7: HWY 174 EB3 (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 !       13.50 !        6.41 !         6.41

ROAD (47.53 + 47.27 + 0.00) = 50.41 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    30     56    0.30  72.55   0.00 -16.19  -8.83   0.00   0.00   0.00
47.53
-------------------------------------------------------------------------------
--
    56     90    0.00  72.55   0.00 -12.46  -7.24   0.00   0.00  -4.98
47.88*
    56     90    0.30  72.55   0.00 -16.19  -9.09   0.00   0.00   0.00
47.27
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 50.41 dBA

Total Leq All Segments: 57.64 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 65.24
                           (NIGHT): 57.64
```

```
STAMSON 5.0        NORMAL REPORT        Date: 20-05-2020 19:50:54
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r11.te               Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: HWY 174 WB1 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           :   8.00 deg   27.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 245.00 / 245.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   8.00 deg   Angle2 : 27.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 235.00 / 235.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: HWY 174 WB2 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           :  27.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 245.00 / 245.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  53.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 161.00 / 161.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           :   8.00 deg   27.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 269.00 / 269.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   8.00 deg   Angle2 : 27.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 235.00 / 235.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           :  27.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 269.00 / 269.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  53.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 161.00 / 161.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: HWY 174 WB1 (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 !       13.50 !        2.15 !        -1.85

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     8     27   0.06  80.15   0.00 -12.86  -9.78   0.00   0.00 -10.34
47.16
-------------------------------------------------------------------------------
--

Segment Leq : 47.16 dBA
```

```
Results segment # 2: HWY 174 WB2 (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 !       13.50 !        5.61 !         5.61

ROAD (55.61 + 56.12 + 0.00) = 58.88 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    27     53    0.30  80.15   0.00 -15.77  -8.77   0.00   0.00   0.00
55.61
-------------------------------------------------------------------------------
--
    53     90    0.00  80.15   0.00 -12.13  -6.87   0.00   0.00  -5.02
56.12
-------------------------------------------------------------------------------
--

Segment Leq : 58.88 dBA
```

```
Results segment # 3: HWY 174 EB1 (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 !       13.50 !        3.52 !        -0.48

ROAD (0.00 + 51.88 + 0.00) = 51.88 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     8     27   0.06  80.15   0.00 -13.29  -9.78   0.00   0.00  -5.19
51.88
-------------------------------------------------------------------------------
--

Segment Leq : 51.88 dBA
```

```
Results segment # 4: HWY 174 EB2 (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 !       13.50 !        6.32 !         6.32

ROAD (55.08 + 55.23 + 0.00) = 58.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    27     53    0.30  80.15   0.00 -16.30  -8.77   0.00   0.00   0.00
55.08
-------------------------------------------------------------------------------
--
    53     90    0.00  80.15   0.00 -12.54  -6.87   0.00   0.00  -4.99
55.75*
    53     90    0.30  80.15   0.00 -16.30  -8.62   0.00   0.00   0.00
55.23
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 58.17 dBA

Total Leq All Segments: 62.14 dBA
```

```
Results segment # 1: HWY 174 WB1 (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 !       13.50 !        2.15 !        -1.85

ROAD (0.00 + 39.57 + 0.00) = 39.57 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     8     27   0.06  72.55   0.00 -12.86  -9.78   0.00   0.00 -10.34
39.57
-------------------------------------------------------------------------------
--

Segment Leq : 39.57 dBA
```

```
Results segment # 2: HWY 174 WB2 (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 !       13.50 !        5.61 !         5.61

ROAD (48.01 + 48.53 + 0.00) = 51.29 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    27     53   0.30  72.55   0.00 -15.77  -8.77   0.00   0.00   0.00
48.01
-------------------------------------------------------------------------------
--
    53     90   0.00  72.55   0.00 -12.13  -6.87   0.00   0.00  -5.02
48.53
-------------------------------------------------------------------------------
--

Segment Leq : 51.29 dBA
```

```
Results segment # 3: HWY 174 EB1 (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 !       13.50 !        3.52 !        -0.48

ROAD (0.00 + 44.29 + 0.00) = 44.29 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     8     27   0.06  72.55   0.00 -13.29  -9.78   0.00   0.00  -5.19
44.29
-------------------------------------------------------------------------------
--

Segment Leq : 44.29 dBA
```

```
Results segment # 4: HWY 174 EB2 (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 !       13.50 !        6.32 !         6.32

ROAD (47.48 + 47.64 + 0.00) = 50.57 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    27     53    0.30  72.55   0.00 -16.30  -8.77   0.00   0.00   0.00
47.48
-------------------------------------------------------------------------------
--
    53     90    0.00  72.55   0.00 -12.54  -6.87   0.00   0.00  -4.99
48.16*
    53     90    0.30  72.55   0.00 -16.30  -8.62   0.00   0.00   0.00
47.64
-------------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 50.57 dBA

Total Leq All Segments: 54.54 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 62.14
                           (NIGHT): 54.54
```

```
STAMSON 5.0        NORMAL REPORT        Date: 20-05-2020 19:54:46
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r12.te               Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: HWY 174 WB1 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -46.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 289.00 / 289.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -46.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  48.00 / 48.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -46.00 deg   -8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 289.00 / 289.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -46.00 deg   Angle2 : -8.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  48.00 / 48.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 WB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB3 (day/night)
---------------------------------------------
Angle1   Angle2           :  -8.00 deg   22.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 289.00 / 289.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  -8.00 deg   Angle2 : 22.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 279.00 / 279.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 WB4 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 WB4 (day/night)
---------------------------------------------
Angle1   Angle2           :  22.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 289.00 / 289.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  45.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 205.00 / 205.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -46.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 313.00 / 313.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -46.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  48.00 / 48.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 6: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 6: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -46.00 deg   -8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 313.00 / 313.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -46.00 deg   Angle2 : -8.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  48.00 / 48.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 7: HWY 174 EB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 7: HWY 174 EB3 (day/night)
---------------------------------------------
Angle1   Angle2           :  -8.00 deg   22.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 313.00 / 313.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  -8.00 deg   Angle2 : 22.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 279.00 / 279.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 8: HWY 174 EB4 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 8: HWY 174 EB4 (day/night)
---------------------------------------------
Angle1   Angle2           :  22.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 313.00 / 313.00 m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  45.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 205.00 / 205.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 9: Champlain (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  :    40 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 # 9: Champlain (day/night)
-------------------------------------------
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  90.00 / 90.00  m
Receiver height           :  13.50 / 13.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   0.00 deg   Angle2 : 75.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  13.00 / 13.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: HWY 174 WB1 (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 !       13.50 !       11.51 !        11.51

ROAD (0.00 + 54.04 + 0.00) = 54.04 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -46   0.00  80.15   0.00 -12.85  -6.12   0.00   0.00  -7.14
54.04
-------------------------------------------------------------------------------
--

Segment Leq : 54.04 dBA
```

```
Results segment # 2: HWY 174 WB2 (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 !       13.50 !       10.84 !        10.84

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -46     -8    0.00  80.15   0.00 -12.85  -6.75   0.00   0.00 -10.78
49.77
-------------------------------------------------------------------------------
--

Segment Leq : 49.77 dBA
```

```
Results segment # 3: HWY 174 WB3 (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 !       13.50 !        2.05 !        -1.95

ROAD (0.00 + 47.93 + 0.00) = 47.93 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    -8     22   0.06  80.15   0.00 -13.62  -7.79   0.00   0.00 -10.81
47.93
-------------------------------------------------------------------------------
--

Segment Leq : 47.93 dBA
```

```
Results segment # 4: HWY 174 WB4 (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 !       13.50 !        4.98 !         4.98

ROAD (54.26 + 56.11 + 0.00) = 58.29 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    22     45   0.30  80.15   0.00 -16.70  -9.18   0.00   0.00   0.00
54.26
-------------------------------------------------------------------------------
--
    45     90   0.00  80.15   0.00 -12.85  -6.02   0.00   0.00  -5.17
56.11
-------------------------------------------------------------------------------
--

Segment Leq : 58.29 dBA
```

```
Results segment # 5: HWY 174 EB1 (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 !       13.50 !       11.66 !        11.66

ROAD (0.00 + 53.85 + 0.00) = 53.85 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -46   0.00  80.15   0.00 -13.19  -6.12   0.00   0.00  -6.98
53.85
-------------------------------------------------------------------------------
--

Segment Leq : 53.85 dBA
```

```
Results segment # 6: HWY 174 EB2 (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 !       13.50 !       11.05 !        11.05

ROAD (0.00 + 49.82 + 0.00) = 49.82 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -46     -8    0.00  80.15   0.00 -13.19  -6.75   0.00   0.00 -10.38
49.82
-------------------------------------------------------------------------------
--

Segment Leq : 49.82 dBA
```

```
Results segment # 7: HWY 174 EB3 (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 !       13.50 !        3.23 !        -0.77

ROAD (0.00 + 52.89 + 0.00) = 52.89 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    -8     22   0.06  80.15   0.00 -13.99  -7.79   0.00   0.00  -5.48
52.89
-------------------------------------------------------------------------------
--

Segment Leq : 52.89 dBA
```

```
Results segment # 8: HWY 174 EB4 (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 !       13.50 !        5.64 !         5.64

ROAD (53.81 + 55.91 + 0.00) = 58.00 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    22     45   0.30  80.15   0.00 -17.15  -9.18   0.00   0.00   0.00
53.81
-------------------------------------------------------------------------------
--
    45     90   0.00  80.15   0.00 -13.19  -6.02   0.00   0.00  -5.02
55.91
-------------------------------------------------------------------------------
--

Segment Leq : 58.00 dBA
```

```
Results segment # 9: Champlain (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 !       13.50 !       11.77 !        11.77

ROAD (0.00 + 41.48 + 41.92) = 44.71 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     0     75   0.00  65.72   0.00  -7.78  -3.80   0.00   0.00 -12.65
41.48
-------------------------------------------------------------------------------
--
    75     90   0.30  65.72   0.00 -10.12 -13.68   0.00   0.00   0.00
41.92
-------------------------------------------------------------------------------
--

Segment Leq : 44.71 dBA

Total Leq All Segments: 63.58 dBA
```

```
Results segment # 1: HWY 174 WB1 (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 !       13.50 !       11.51 !        11.51

ROAD (0.00 + 46.44 + 0.00) = 46.44 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -46    0.00  72.55   0.00 -12.85  -6.12   0.00   0.00  -7.14
46.44
-------------------------------------------------------------------------------
--

Segment Leq : 46.44 dBA
```

```
Results segment # 2: HWY 174 WB2 (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 !       13.50 !       10.84 !        10.84

ROAD (0.00 + 42.17 + 0.00) = 42.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -46     -8    0.00  72.55   0.00 -12.85  -6.75   0.00   0.00 -10.78
42.17
-------------------------------------------------------------------------------
--

Segment Leq : 42.17 dBA
```

```
Results segment # 3: HWY 174 WB3 (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 !       13.50 !        2.05 !        -1.95

ROAD (0.00 + 40.33 + 0.00) = 40.33 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    -8     22   0.06  72.55   0.00 -13.62  -7.79   0.00   0.00 -10.81
40.33
-------------------------------------------------------------------------------
--

Segment Leq : 40.33 dBA
```

```
Results segment # 4: HWY 174 WB4 (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 !       13.50 !        4.98 !         4.98

ROAD (46.66 + 48.52 + 0.00) = 50.70 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    22     45   0.30  72.55   0.00 -16.70  -9.18   0.00   0.00   0.00
46.66
-------------------------------------------------------------------------------
--
    45     90   0.00  72.55   0.00 -12.85  -6.02   0.00   0.00  -5.17
48.52
-------------------------------------------------------------------------------
--

Segment Leq : 50.70 dBA
```

```
Results segment # 5: HWY 174 EB1 (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 !       13.50 !       11.66 !        11.66

ROAD (0.00 + 46.26 + 0.00) = 46.26 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -46   0.00  72.55   0.00 -13.19  -6.12   0.00   0.00  -6.98
46.26
-------------------------------------------------------------------------------
--

Segment Leq : 46.26 dBA
```

```
Results segment # 6: HWY 174 EB2 (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 !       13.50 !       11.05 !        11.05

ROAD (0.00 + 42.23 + 0.00) = 42.23 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -46     -8    0.00  72.55   0.00 -13.19  -6.75   0.00   0.00 -10.38
42.23
-------------------------------------------------------------------------------
--

Segment Leq : 42.23 dBA
```

```
Results segment # 7: HWY 174 EB3 (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 !       13.50 !        3.23 !        -0.77

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    -8     22   0.06  72.55   0.00 -13.99  -7.79   0.00   0.00  -5.48
45.29
-------------------------------------------------------------------------------
--

Segment Leq : 45.29 dBA
```

```
Results segment # 8: HWY 174 EB4 (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 !       13.50 !        5.64 !         5.64

ROAD (46.21 + 48.32 + 0.00) = 50.40 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    22     45   0.30  72.55   0.00 -17.15  -9.18   0.00   0.00   0.00
46.21
-------------------------------------------------------------------------------
--
    45     90   0.00  72.55   0.00 -13.19  -6.02   0.00   0.00  -5.02
48.32
-------------------------------------------------------------------------------
--

Segment Leq : 50.40 dBA
```

```
Results segment # 9: Champlain (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 !       13.50 !       11.77 !        11.77

ROAD (0.00 + 33.88 + 34.32) = 37.11 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     0     75   0.00  58.12   0.00  -7.78  -3.80   0.00   0.00 -12.65
33.88
-------------------------------------------------------------------------------
--
    75     90   0.30  58.12   0.00 -10.12 -13.68   0.00   0.00   0.00
34.32
-------------------------------------------------------------------------------
--

Segment Leq : 37.11 dBA

Total Leq All Segments: 55.98 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 63.58
                           (NIGHT): 55.98
```

```
STAMSON 5.0        NORMAL REPORT        Date: 20-05-2020 20:07:37
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r13.te               Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: CHAMPLAIN 1 (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  :    40 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 # 1: CHAMPLAIN 1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   21.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  47.00 / 47.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -19.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  27.00 / 27.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: CHAMPLAIN 2 (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  :    40 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 # 2: CHAMPLAIN 2 (day/night)
-----------------------------------------------
Angle1   Angle2           :  21.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  47.00 / 47.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  21.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  27.00 / 27.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 WB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -62.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 294.00 / 294.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -62.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 122.00 / 122.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -62.00 deg   -40.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 294.00 / 294.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -62.00 deg   Angle2 : -40.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  14.00 / 14.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 WB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 WB3 (day/night)
---------------------------------------------
Angle1   Angle2           : -40.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 294.00 / 294.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -40.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  14.00 / 14.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 6: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 6: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -62.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 318.00 / 318.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -62.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 122.00 / 122.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 7: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 7: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -62.00 deg   -40.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 318.00 / 318.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -62.00 deg   Angle2 : -40.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  14.00 / 14.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 8: HWY 174 EB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 8: HWY 174 EB3 (day/night)
---------------------------------------------
Angle1   Angle2           : -40.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 318.00 / 318.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -40.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  14.00 / 14.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: CHAMPLAIN 1 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 38.61 + 54.22) = 54.34 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -19   0.00  65.72   0.00  -4.96  -4.04   0.00   0.00 -18.11
38.61
-------------------------------------------------------------------------------
--
   -19     21   0.00  65.72   0.00  -4.96  -6.53   0.00   0.00   0.00
54.22
-------------------------------------------------------------------------------
--

Segment Leq : 54.34 dBA
```

```
Results segment # 2: CHAMPLAIN 2 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 38.53 + 0.00) = 38.53 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    21     90    0.00  65.72   0.00  -4.96  -4.16   0.00   0.00 -18.06
38.53
-------------------------------------------------------------------------------
--

Segment Leq : 38.53 dBA
```

```
Results segment # 3: HWY 174 WB1 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 46.72 + 0.00) = 46.72 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -62   0.30  80.15   0.00 -16.80 -10.17   0.00   0.00  -6.45
46.72
-------------------------------------------------------------------------------
--

Segment Leq : 46.72 dBA
```

```
Results segment # 4: HWY 174 WB2 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -62    -40    0.00  80.15   0.00 -12.92  -9.13   0.00   0.00 -20.00
38.10
-------------------------------------------------------------------------------
--

Segment Leq : 38.10 dBA
```

```
Results segment # 5: HWY 174 WB3 (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 !        1.50 !        1.31 !         1.31

ROAD (0.00 + 47.17 + 0.00) = 47.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -40     90    0.00  80.15   0.00 -12.92  -1.41   0.00   0.00 -18.64
47.17
-------------------------------------------------------------------------------
--

Segment Leq : 47.17 dBA
```

```
Results segment # 6: HWY 174 EB1 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 46.34 + 0.00) = 46.34 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -62    0.30  80.15   0.00 -17.24 -10.17   0.00   0.00  -6.39
46.34
-------------------------------------------------------------------------------
--

Segment Leq : 46.34 dBA
```

```
Results segment # 7: HWY 174 EB2 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 37.76 + 0.00) = 37.76 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -62    -40    0.00  80.15   0.00 -13.26  -9.13   0.00   0.00 -20.00
37.76
-------------------------------------------------------------------------------
--

Segment Leq : 37.76 dBA
```

```
Results segment # 8: HWY 174 EB3 (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 !        1.50 !        1.32 !         1.32

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -40     90   0.00  80.15   0.00 -13.26  -1.41   0.00   0.00 -18.64
46.84
-------------------------------------------------------------------------------
--

Segment Leq : 46.84 dBA

Total Leq All Segments: 56.83 dBA
```

```
Results segment # 1: CHAMPLAIN 1 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 31.01 + 46.63) = 46.74 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -19   0.00  58.12   0.00  -4.96  -4.04   0.00   0.00 -18.11
31.01
-------------------------------------------------------------------------------
--
   -19     21   0.00  58.12   0.00  -4.96  -6.53   0.00   0.00   0.00
46.63
-------------------------------------------------------------------------------
--

Segment Leq : 46.74 dBA
```

```
Results segment # 2: CHAMPLAIN 2 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 30.93 + 0.00) = 30.93 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    21     90    0.00  58.12   0.00  -4.96  -4.16   0.00   0.00 -18.06
30.93
-------------------------------------------------------------------------------
--

Segment Leq : 30.93 dBA
```

```
Results segment # 3: HWY 174 WB1 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -62   0.30  72.55   0.00 -16.80 -10.17   0.00   0.00  -6.45
39.12
-------------------------------------------------------------------------------
--

Segment Leq : 39.12 dBA
```

```
Results segment # 4: HWY 174 WB2 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 30.50 + 0.00) = 30.50 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -62    -40    0.00  72.55   0.00 -12.92  -9.13   0.00   0.00 -20.00
30.50
-------------------------------------------------------------------------------
--

Segment Leq : 30.50 dBA
```

```
Results segment # 5: HWY 174 WB3 (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 !        1.50 !        1.31 !         1.31

ROAD (0.00 + 39.57 + 0.00) = 39.57 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -40     90   0.00  72.55   0.00 -12.92  -1.41   0.00   0.00 -18.64
39.57
-------------------------------------------------------------------------------
--

Segment Leq : 39.57 dBA
```

```
Results segment # 6: HWY 174 EB1 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 38.74 + 0.00) = 38.74 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -62    0.30  72.55   0.00 -17.24 -10.17   0.00   0.00  -6.39
38.74
-------------------------------------------------------------------------------
--

Segment Leq : 38.74 dBA
```

```
Results segment # 7: HWY 174 EB2 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 30.16 + 0.00) = 30.16 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -62    -40    0.00  72.55   0.00 -13.26  -9.13   0.00   0.00 -20.00
30.16
-------------------------------------------------------------------------------
--

Segment Leq : 30.16 dBA
```

```
Results segment # 8: HWY 174 EB3 (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 !        1.50 !        1.32 !         1.32

ROAD (0.00 + 39.24 + 0.00) = 39.24 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -40     90   0.00  72.55   0.00 -13.26  -1.41   0.00   0.00 -18.64
39.24
-------------------------------------------------------------------------------
--

Segment Leq : 39.24 dBA

Total Leq All Segments: 49.23 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 56.83
                           (NIGHT): 49.23
```

```
STAMSON 5.0        NORMAL REPORT        Date: 20-05-2020 20:10:04
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r14.te               Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: CHAMPLAIN (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  :    40 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 # 1: CHAMPLAIN (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  :  80.00 / 80.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: HWY 174 WB1 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   4.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 285.00 / 285.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 4.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  43.00 / 43.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           :   4.00 deg   24.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 285.00 / 285.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   4.00 deg   Angle2 : 24.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 275.00 / 275.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 WB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 WB3 (day/night)
---------------------------------------------
Angle1   Angle2           :  24.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 285.00 / 285.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  47.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 193.00 / 193.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   4.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 309.00 / 309.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 4.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  43.00 / 43.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 6: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 6: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           :   4.00 deg   24.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 309.00 / 309.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   4.00 deg   Angle2 : 24.00 deg
Barrier height            :   4.00 m
Barrier receiver distance : 275.00 / 275.00 m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :  -4.00 m
Reference angle           :   0.00
```

```
Road data, segment # 7: HWY 174 EB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 7: HWY 174 EB3 (day/night)
---------------------------------------------
Angle1   Angle2           :  24.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 309.00 / 309.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  47.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 193.00 / 193.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: CHAMPLAIN (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 39.46 + 0.00) = 39.46 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     90    0.00  65.72   0.00  -7.27   0.00   0.00   0.00 -18.99
39.46
-------------------------------------------------------------------------------
--

Segment Leq : 39.46 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !        1.50 !        0.90 !         0.90

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90      4    0.00  80.15   0.00 -12.79  -2.82   0.00   0.00 -16.69
47.85
-------------------------------------------------------------------------------
--

Segment Leq : 47.85 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !        1.50 !        1.64 !        -2.36

ROAD (0.00 + 40.17 + 0.00) = 40.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     4     24    0.42  80.15   0.00 -18.16  -9.61   0.00   0.00 -12.21
40.17
-------------------------------------------------------------------------------
--

Segment Leq : 40.17 dBA
```

```
Results segment # 4: HWY 174 WB3 (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 !        1.50 !        1.50 !         1.50

ROAD (49.37 + 48.53 + 0.00) = 51.98 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    24     47   0.66  80.15   0.00 -21.23  -9.55   0.00   0.00   0.00
49.37
-------------------------------------------------------------------------------
--
    47     90   0.30  80.15   0.00 -16.63  -7.78   0.00   0.00  -7.22
48.53
-------------------------------------------------------------------------------
--

Segment Leq : 51.98 dBA
```

```
Results segment # 5: HWY 174 EB1 (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 !        1.50 !        0.94 !         0.94

ROAD (0.00 + 47.55 + 0.00) = 47.55 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90      4    0.00  80.15   0.00 -13.14  -2.82   0.00   0.00 -16.64
47.55
-------------------------------------------------------------------------------
--

Segment Leq : 47.55 dBA
```

```
Results segment # 6: HWY 174 EB2 (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 !        1.50 !        1.94 !        -2.06

ROAD (0.00 + 44.06 + 0.00) = 44.06 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     4     24    0.42  80.15   0.00 -18.66  -9.61   0.00   0.00  -7.82
44.06
-------------------------------------------------------------------------------
--

Segment Leq : 44.06 dBA
```

```
Results segment # 7: HWY 174 EB3 (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 !        1.50 !        1.50 !         1.50

ROAD (48.79 + 48.31 + 0.00) = 51.57 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    24     47   0.66  80.15   0.00 -21.81  -9.55   0.00   0.00   0.00
48.79
-------------------------------------------------------------------------------
--
    47     90   0.30  80.15   0.00 -17.08  -7.78   0.00   0.00  -6.98
48.31
-------------------------------------------------------------------------------
--

Segment Leq : 51.57 dBA

Total Leq All Segments: 56.66 dBA
```

```
Results segment # 1: CHAMPLAIN (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 31.86 + 0.00) = 31.86 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     90    0.00  58.12   0.00  -7.27   0.00   0.00   0.00 -18.99
31.86
-------------------------------------------------------------------------------
--

Segment Leq : 31.86 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !        1.50 !        0.90 !         0.90

ROAD (0.00 + 40.25 + 0.00) = 40.25 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90      4   0.00  72.55   0.00 -12.79  -2.82   0.00   0.00 -16.69
40.25
-------------------------------------------------------------------------------
--

Segment Leq : 40.25 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !        1.50 !        1.64 !        -2.36

ROAD (0.00 + 32.57 + 0.00) = 32.57 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     4     24    0.42  72.55   0.00 -18.16  -9.61   0.00   0.00 -12.21
32.57
-------------------------------------------------------------------------------
--

Segment Leq : 32.57 dBA
```

```
Results segment # 4: HWY 174 WB3 (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 !        1.50 !        1.50 !         1.50

ROAD (41.78 + 40.93 + 0.00) = 44.38 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    24     47   0.66  72.55   0.00 -21.23  -9.55   0.00   0.00   0.00
41.78
-------------------------------------------------------------------------------
--
    47     90   0.30  72.55   0.00 -16.63  -7.78   0.00   0.00  -7.22
40.93
-------------------------------------------------------------------------------
--

Segment Leq : 44.38 dBA
```

```
Results segment # 5: HWY 174 EB1 (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 !        1.50 !        0.94 !         0.94

ROAD (0.00 + 39.95 + 0.00) = 39.95 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90      4   0.00  72.55   0.00 -13.14  -2.82   0.00   0.00 -16.64
39.95
-------------------------------------------------------------------------------
--

Segment Leq : 39.95 dBA
```

```
Results segment # 6: HWY 174 EB2 (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 !        1.50 !        1.94 !        -2.06

ROAD (0.00 + 36.47 + 0.00) = 36.47 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     4     24    0.42  72.55   0.00 -18.66  -9.61   0.00   0.00  -7.82
36.47
-------------------------------------------------------------------------------
--

Segment Leq : 36.47 dBA
```

```
Results segment # 7: HWY 174 EB3 (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 !        1.50 !        1.50 !         1.50

ROAD (41.19 + 40.71 + 0.00) = 43.97 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    24     47   0.66  72.55   0.00 -21.81  -9.55   0.00   0.00   0.00
41.19
-------------------------------------------------------------------------------
--
    47     90   0.30  72.55   0.00 -17.08  -7.78   0.00   0.00  -6.98
40.71
-------------------------------------------------------------------------------
--

Segment Leq : 43.97 dBA

Total Leq All Segments: 49.06 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 56.66
                           (NIGHT): 49.06
```

```
STAMSON 5.0        NORMAL REPORT        Date: 21-05-2020 06:40:11
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r13b1.te             Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: CHAMPLAIN 1 (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  :    40 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 # 1: CHAMPLAIN 1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -19.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  47.00 / 47.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -19.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  27.00 / 27.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: CHAMPLAIN 2 (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  :    40 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 # 2: CHAMPLAIN 2 (day/night)
-----------------------------------------------
Angle1   Angle2           :  21.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  47.00 / 47.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  21.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  27.00 / 27.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 WB1 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -62.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 294.00 / 294.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -62.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 122.00 / 122.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -62.00 deg   -40.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 294.00 / 294.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -62.00 deg   Angle2 : -40.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  14.00 / 14.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 WB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 WB3 (day/night)
---------------------------------------------
Angle1   Angle2           : -40.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 294.00 / 294.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -40.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  14.00 / 14.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 6: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 6: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -62.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 318.00 / 318.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -62.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 122.00 / 122.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 7: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 7: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           : -62.00 deg   -40.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 318.00 / 318.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -62.00 deg   Angle2 : -40.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  14.00 / 14.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 8: HWY 174 EB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 8: HWY 174 EB3 (day/night)
---------------------------------------------
Angle1   Angle2           : -40.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 318.00 / 318.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -40.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  14.00 / 14.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 9: CHAMPLAIN 3 (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  :    40 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 # 9: CHAMPLAIN 3 (day/night)
-----------------------------------------------
Angle1   Angle2           : -19.00 deg   21.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  47.00 / 47.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -19.00 deg   Angle2 : 21.00 deg
Barrier height            :   1.50 m
Barrier receiver distance :  27.00 / 27.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: CHAMPLAIN 1 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 38.61 + 0.00) = 38.61 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -19   0.00  65.72   0.00  -4.96  -4.04   0.00   0.00 -18.11
38.61
-------------------------------------------------------------------------------
--

Segment Leq : 38.61 dBA
```

```
Results segment # 2: CHAMPLAIN 2 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 38.53 + 0.00) = 38.53 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    21     90    0.00  65.72   0.00  -4.96  -4.16   0.00   0.00 -18.06
38.53
-------------------------------------------------------------------------------
--

Segment Leq : 38.53 dBA
```

```
Results segment # 3: HWY 174 WB1 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 46.72 + 0.00) = 46.72 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -62   0.30  80.15   0.00 -16.80 -10.17   0.00   0.00  -6.45
46.72
-------------------------------------------------------------------------------
--

Segment Leq : 46.72 dBA
```

```
Results segment # 4: HWY 174 WB2 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -62    -40    0.00  80.15   0.00 -12.92  -9.13   0.00   0.00 -20.00
38.10
-------------------------------------------------------------------------------
--

Segment Leq : 38.10 dBA
```

```
Results segment # 5: HWY 174 WB3 (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 !        1.50 !        1.31 !         1.31

ROAD (0.00 + 47.17 + 0.00) = 47.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -40     90    0.00  80.15   0.00 -12.92  -1.41   0.00   0.00 -18.64
47.17
-------------------------------------------------------------------------------
--

Segment Leq : 47.17 dBA
```

```
Results segment # 6: HWY 174 EB1 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 46.34 + 0.00) = 46.34 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -62    0.30  80.15   0.00 -17.24 -10.17   0.00   0.00  -6.39
46.34
-------------------------------------------------------------------------------
--

Segment Leq : 46.34 dBA
```

```
Results segment # 7: HWY 174 EB2 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 37.76 + 0.00) = 37.76 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -62    -40    0.00  80.15   0.00 -13.26  -9.13   0.00   0.00 -20.00
37.76
-------------------------------------------------------------------------------
--

Segment Leq : 37.76 dBA
```

```
Results segment # 8: HWY 174 EB3 (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 !        1.50 !        1.32 !         1.32

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -40     90   0.00  80.15   0.00 -13.26  -1.41   0.00   0.00 -18.64
46.84
-------------------------------------------------------------------------------
--

Segment Leq : 46.84 dBA
```

```
Results segment # 9: CHAMPLAIN 3 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 49.22 + 0.00) = 49.22 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -19     21   0.00  65.72   0.00  -4.96  -6.53   0.00   0.00  -5.00
49.22
-------------------------------------------------------------------------------
--

Segment Leq : 49.22 dBA

Total Leq All Segments: 54.78 dBA
```

```
Results segment # 1: CHAMPLAIN 1 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 31.01 + 0.00) = 31.01 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -19   0.00  58.12   0.00  -4.96  -4.04   0.00   0.00 -18.11
31.01
-------------------------------------------------------------------------------
--

Segment Leq : 31.01 dBA
```

```
Results segment # 2: CHAMPLAIN 2 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 30.93 + 0.00) = 30.93 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    21     90    0.00  58.12   0.00  -4.96  -4.16   0.00   0.00 -18.06
30.93
-------------------------------------------------------------------------------
--

Segment Leq : 30.93 dBA
```

```
Results segment # 3: HWY 174 WB1 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -62   0.30  72.55   0.00 -16.80 -10.17   0.00   0.00  -6.45
39.12
-------------------------------------------------------------------------------
--

Segment Leq : 39.12 dBA
```

```
Results segment # 4: HWY 174 WB2 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 30.50 + 0.00) = 30.50 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -62    -40    0.00  72.55   0.00 -12.92  -9.13   0.00   0.00 -20.00
30.50
-------------------------------------------------------------------------------
--

Segment Leq : 30.50 dBA
```

```
Results segment # 5: HWY 174 WB3 (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 !        1.50 !        1.31 !         1.31

ROAD (0.00 + 39.57 + 0.00) = 39.57 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -40     90    0.00  72.55   0.00 -12.92  -1.41   0.00   0.00 -18.64
39.57
-------------------------------------------------------------------------------
--

Segment Leq : 39.57 dBA
```

```
Results segment # 6: HWY 174 EB1 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 38.74 + 0.00) = 38.74 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -62   0.30  72.55   0.00 -17.24 -10.17   0.00   0.00  -6.39
38.74
-------------------------------------------------------------------------------
--

Segment Leq : 38.74 dBA
```

```
Results segment # 7: HWY 174 EB2 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 30.16 + 0.00) = 30.16 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -62    -40    0.00  72.55   0.00 -13.26  -9.13   0.00   0.00 -20.00
30.16
-------------------------------------------------------------------------------
--

Segment Leq : 30.16 dBA
```

```
Results segment # 8: HWY 174 EB3 (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 !        1.50 !        1.32 !         1.32

ROAD (0.00 + 39.24 + 0.00) = 39.24 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -40     90   0.00  72.55   0.00 -13.26  -1.41   0.00   0.00 -18.64
39.24
-------------------------------------------------------------------------------
--

Segment Leq : 39.24 dBA
```

```
Results segment # 9: CHAMPLAIN 3 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 41.63 + 0.00) = 41.63 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -19     21   0.00  58.12   0.00  -4.96  -6.53   0.00   0.00  -5.00
41.63
-------------------------------------------------------------------------------
--

Segment Leq : 41.63 dBA

Total Leq All Segments: 47.19 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 54.78
                           (NIGHT): 47.19
```

```
STAMSON 5.0        NORMAL REPORT        Date: 23-05-2020 12:43:01
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r14b1.te             Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: CHAMPLAIN (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  :    40 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 # 1: CHAMPLAIN (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  :  80.00 / 80.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: HWY 174 WB1 (day/night)
----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   4.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 285.00 / 285.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 4.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  43.00 / 43.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: HWY 174 WB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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: HWY 174 WB2 (day/night)
---------------------------------------------
Angle1   Angle2           :   4.00 deg   24.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 285.00 / 285.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   4.00 deg   Angle2 : 24.00 deg
Barrier height            :   1.50 m
Barrier receiver distance :   6.00 / 6.00   m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: HWY 174 WB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 4: HWY 174 WB3 (day/night)
---------------------------------------------
Angle1   Angle2           :  24.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 285.00 / 285.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  24.00 deg   Angle2 : 90.00 deg
Barrier height            :   1.50 m
Barrier receiver distance :   6.00 / 6.00   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 5: HWY 174 EB1 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 5: HWY 174 EB1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   4.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 309.00 / 309.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 4.00 deg
Barrier height            :  15.00 m
Barrier receiver distance :  43.00 / 43.00  m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 6: HWY 174 EB2 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 6: HWY 174 EB2 (day/night)
---------------------------------------------
Angle1   Angle2           :   4.00 deg   24.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 309.00 / 309.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   4.00 deg   Angle2 : 24.00 deg
Barrier height            :   1.50 m
Barrier receiver distance :   6.00 / 6.00   m
Source elevation          :  -4.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 7: HWY 174 EB3 (day/night)
-----------------------------------------------
Car traffic volume  : 44528/3872  veh/TimePeriod  *
Medium truck volume :  3542/308   veh/TimePeriod  *
Heavy truck volume  :  2530/220   veh/TimePeriod  *
Posted speed limit  :   100 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):  55000
    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 # 7: HWY 174 EB3 (day/night)
---------------------------------------------
Angle1   Angle2           :  24.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 309.00 / 309.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  24.00 deg   Angle2 : 90.00 deg
Barrier height            :   1.50 m
Barrier receiver distance :   6.00 / 6.00   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: CHAMPLAIN (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 39.46 + 0.00) = 39.46 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     90    0.00  65.72   0.00  -7.27   0.00   0.00   0.00 -18.99
39.46
-------------------------------------------------------------------------------
--

Segment Leq : 39.46 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !        1.50 !        0.90 !         0.90

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90      4    0.00  80.15   0.00 -12.79  -2.82   0.00   0.00 -16.69
47.85
-------------------------------------------------------------------------------
--

Segment Leq : 47.85 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !        1.50 !        1.42 !         1.42

ROAD (0.00 + 45.41 + 0.00) = 45.41 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     4     24    0.57  80.15   0.00 -20.08  -9.63   0.00   0.00  -5.03
45.41
-------------------------------------------------------------------------------
--

Segment Leq : 45.41 dBA
```

```
Results segment # 4: HWY 174 WB3 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 48.86 + 0.00) = 48.86 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    24     90    0.57  80.15   0.00 -20.08  -6.21   0.00   0.00  -5.00
48.86
-------------------------------------------------------------------------------
--

Segment Leq : 48.86 dBA
```

```
Results segment # 5: HWY 174 EB1 (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 !        1.50 !        0.94 !         0.94

ROAD (0.00 + 47.55 + 0.00) = 47.55 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90      4    0.00  80.15   0.00 -13.14  -2.82   0.00   0.00 -16.64
47.55
-------------------------------------------------------------------------------
--

Segment Leq : 47.55 dBA
```

```
Results segment # 6: HWY 174 EB2 (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 !        1.50 !        1.42 !         1.42

ROAD (0.00 + 44.86 + 0.00) = 44.86 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     4     24    0.57  80.15   0.00 -20.63  -9.63   0.00   0.00  -5.03
44.86
-------------------------------------------------------------------------------
--

Segment Leq : 44.86 dBA
```

```
Results segment # 7: HWY 174 EB3 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 48.31 + 0.00) = 48.31 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    24     90    0.57  80.15   0.00 -20.63  -6.21   0.00   0.00  -5.00
48.31
-------------------------------------------------------------------------------
--

Segment Leq : 48.31 dBA

Total Leq All Segments: 55.27 dBA
```

```
Results segment # 1: CHAMPLAIN (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 31.86 + 0.00) = 31.86 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     90    0.00  58.12   0.00  -7.27   0.00   0.00   0.00 -18.99
31.86
-------------------------------------------------------------------------------
--

Segment Leq : 31.86 dBA
```

```
Results segment # 2: HWY 174 WB1 (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 !        1.50 !        0.90 !         0.90

ROAD (0.00 + 40.25 + 0.00) = 40.25 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90      4   0.00  72.55   0.00 -12.79  -2.82   0.00   0.00 -16.69
40.25
-------------------------------------------------------------------------------
--

Segment Leq : 40.25 dBA
```

```
Results segment # 3: HWY 174 WB2 (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 !        1.50 !        1.42 !         1.42

ROAD (0.00 + 37.81 + 0.00) = 37.81 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     4     24    0.57  72.55   0.00 -20.08  -9.63   0.00   0.00  -5.03
37.81
-------------------------------------------------------------------------------
--

Segment Leq : 37.81 dBA
```

```
Results segment # 4: HWY 174 WB3 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 41.26 + 0.00) = 41.26 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    24     90    0.57  72.55   0.00 -20.08  -6.21   0.00   0.00  -5.00
41.26
-------------------------------------------------------------------------------
--

Segment Leq : 41.26 dBA
```

```
Results segment # 5: HWY 174 EB1 (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 !        1.50 !        0.94 !         0.94

ROAD (0.00 + 39.95 + 0.00) = 39.95 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90      4   0.00  72.55   0.00 -13.14  -2.82   0.00   0.00 -16.64
39.95
-------------------------------------------------------------------------------
--

Segment Leq : 39.95 dBA
```

```
Results segment # 6: HWY 174 EB2 (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 !        1.50 !        1.42 !         1.42

ROAD (0.00 + 37.26 + 0.00) = 37.26 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     4     24    0.57  72.55   0.00 -20.63  -9.63   0.00   0.00  -5.03
37.26
-------------------------------------------------------------------------------
--

Segment Leq : 37.26 dBA
```

```
Results segment # 7: HWY 174 EB3 (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 !        1.50 !        1.50 !         1.50

ROAD (0.00 + 40.71 + 0.00) = 40.71 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    24     90    0.57  72.55   0.00 -20.63  -6.21   0.00   0.00  -5.00
40.71
-------------------------------------------------------------------------------
--

Segment Leq : 40.71 dBA

Total Leq All Segments: 47.67 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 55.27
                           (NIGHT): 47.67
```