Geotechnical Engineering

Environmental Engineering

Hydrogeology

Geological Engineering

Materials Testing

Building Science

Archaeological Services

patersongroup

Environmental Noise Control Study

Proposed Mixed-Use Building
406 Bank Street, Ottawa

Prepared For

1229144 Canada Inc

December 7, 2020

Report: PG5582-1

Paterson Group Inc.
Consulting Engineers
154 Colonnade Road South
Ottawa (Nepean), Ontario
Canada K2E 7J5

Tel: (613) 226-7381
Fax: (613) 226-6344
www.patersongroup.ca

Table of Contents Page

Appendices

1.0 Introduction

Paterson Group (Paterson) was commissioned by 12291444 Canada Inc to conduct an environmental noise control study for the proposed mixed-use building to be located at 406 Bank Street, in the City of Ottawa.

The objective of the current study is to:

- ❏ Determine the primary noise sources impacting the site and compare the projected sound levels to guidelines set out by the Ministry of Environment and Climate Change (MOECC) and the City of Ottawa.

- ❏ Review the projected noise levels and offer recommendations regarding warning classes, construction materials or alternative sound barriers.

The following report has been prepared specifically and solely for the aforementioned project which is described herein. It contains our findings and includes acoustical recommendations pertaining to the design and construction of the subject development as they are understood at the time of writing this report.

This study has been conducted according to City of Ottawa document - Engineering Noise Control Guidelines (ENCG), dated January 2016, and the Ontario Ministry of the Environment Guideline NPC-300.

2.0 Background

It is understood that the proposed project will consist of a six storey mixed-use building with one (1) underground level. Associated at-grade landscaped areas are further anticipated. No outdoor living areas are identified on the proposed site plan.

3.0 Methodology and Noise Assessment Criteria

The City of Ottawa outlines three (3) sources of environmental noise that must be analyzed separately:

- Surface Transportation Noise
- Stationary Noise
  - new noise-sensitive development applications (noise receptors) in proximity to existing or approved stationary sources of noise, and
  - new stationary sources of noise (noise generating) in proximity to existing or approved noise-sensitive developments
- Aircraft noise

Surface Transportation Noise

The City of Ottawa's Official Plan, in addition to the ENCG dictate that the influence area must contain any of following conditions to classify as a surface transportation noise source for a subject site:

- Within 100 m of the right-of-way of an existing or proposed arterial, collector or major collector road; a light rail transit corridor; bus rapid transit, or transit priority corridor
- Within 250 m of the right-of-way for an existing or proposed highway or secondary rail line
- Within 300 m from the right of way of a proposed or existing rail corridor or a secondary main railway line
- Within 500 m of an existing 400 series provincial highway, freeway or principle main railway line.

The NPC-300 outlines the limitations of the stationary and environmental noise levels in relation to the location of the receptors. These can be found in the following tables:

Table 1 - Sound Level Limits for Outdoor Living Areas

Time Period	Required $L_{eq(16)}$ (dBA)
16-hour, 7:00-23:00	55

- Standards taken from Table 2.2a; Sound Level Limit for Outdoor Living Areas - Road and Rail

Table 2 - Sound Level Limits for Indoor Living Area			
Type of Space	**Time Period**	**Required L_{eq} (dBA)**	
		Road	**Rail**
Living/Dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc	7:00-23:00	45	40
Theaters, place of worship, libraries, individual or semi-private offices, conference rooms, reading rooms	23:00-7:00	45	40
Sleeping quarters	7:00-23:00	45	40
	23:00-7:00	40	35
❑ Standards taken from Table 2.2b; Sound Level Limit for Indoor Living Areas - Road and Rail			

It is noted in ENCG that the limits outlined in Table 2 are for the sound levels on the interior of the glass pane. The ENCG further goes on to state that the limit for the exterior of the pane of glass will be 55 dBA.

If the sound level limits are exceeded at the window panes for the indoor living areas, the following Warning Clauses may be referenced:

Table 3 - Warning Clauses for Sound Level Exceedances	
Warning Clause	**Description**
Warning Clause Type A	"Purchasers/tenants are advised that sound levels due to increasing road traffic (rail traffic) (air 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."
Warning Clause Type B	"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic (rail traffic) (air traffic) may on occasions 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."
Warning Clause Type C	"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."
Warning Clause Type D	"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."
❑ Clauses taken from section C8 Warning Clauses; Environmental Noise Guidelines - NPC-300	

Stationary Noise

Stationary noise sources include sources or facilities that are fixed or mobile and can cause a combination of sound and vibration levels emitted beyond the property line. These sources may include commercial air conditioner units, generators and fans. Facilities that may contribute to stationary noise may include car washes, snow disposal sites, transit stations and manufacturing facilities.

The subject site is not in proximity to existing or approved stationary sources of noise. Therefore, a stationary noise analysis will not be required.

Aircraft/Airport Noise

The subject site is not located within the Airport Vicinity Development Zone. Therefore this project will not require an aircraft/airport noise analysis. No warning clauses regarding aircraft or airport noise will be required.

4.0 Analysis

Surface Transportation Noise

The subject building is bordered to the north by a nine-storey mixed-use building, a parking lot and James Street, to the east by Bank Street followed by commercial buildings, mixed-use buildings, parking lots, Waverley Street West and Frank Street, to the west by three-storey mixed-use buildings and a private lane followed by residential dwellings, to the south by Florence Street followed by commercial buildings, mixed-use buildings and Gladstone Avenue. James Street, Bank Street, Waverley Street West, Frank Street, Florence Street and Gladstone Avenue are identified within the 100 m radius of proposed development.

Based on the City of Ottawa Official Plan, Schedule F, Bank Street is considered a 2 lane urban arterial road (2-UAU). Gladstone Avenue is considered a 2 lane major collector road (2-UMCU). Other roads within the 100 m radius of the development is not classified as either arterial, collector or major collector roads and therefore is not included in this study. Additionally, the 3 lane highway 417 westbound and the 3 lane highway 417 eastbound are within the 500 m radius from the proposed building.

All noise sources are presented in Drawing PG5582-3 - Site Geometry located in Appendix 1.

The noise levels from road traffic are provided by the City of Ottawa, taking into consideration the right-of-way width and the implied roadway class. It is understood that these values represent the maximum allowable capacity of the proposed roadways. The parameters to be used for sound level predictions can be found below.

Table 4 - Traffic and Road Parameters

Road	Implied Roadway	AADT (Veh/day)	Posted Speed (km/h)	Day/Night Split %	Medium Truck %	Heavy Truck %
Highway 417 Eastbound	3-Queensway	54,999	100	92/8	7	5
Highway 417 Westbound	3-Queensway	54,999	100	92/8	7	5
Bank Street	2-UAU	15,000	50	92/8	7	5
Gladstone Avenue	2-UMCU	12,000	50	92/8	7	5

❑ Data obtained from the City of Ottawa document ENCG

Two (2) levels of reception points were selected for this analysis. The following elevations were selected from the heights provided on the survey plan for the subject building.

Table 5 - Elevation of Reception Points

Floor Number	Elevation at Centre of Window (m)	Floor Use	Daytime/Nighttime Analysis
Ground Floor	1.5	Living Area/Bedroom	daytime/nighttime
Sixth Floor	16.5	Living Area/Bedroom	daytime/nighttime

For this analysis, a reception point was taken at the centre of each floor, at the ground floor and sixth floor. Reception points are detailed on Drawing PG5582-2 - Receptor Locations presented in Appendix 1.

All horizontal distances have been measured from the reception point to the edge of the right-of-way. The highway was analyzed where it intersected the 500 m buffer zone, and the roadways were analyzed where they intersected the 100 m buffer zone, which is reflected in the local angles described in Paterson Drawings PG5582-3A to 3D - Site Geometry in Appendix 1.

Table 7 - Summary of Reception Points and Geometry, located in Appendix 1, provides a summary of the points of reception and their geometry with respect to the noise sources. The analysis is completed so that no effects of sound reflection off of the building facade are considered, as stipulated by the ENGC.

The subject site is relatively flat and at grade with the neighbouring roads within the 500 m radius.

The analysis was completed using STAMSON version 5.04, a computer program which uses the road and rail traffic noise prediction methods using ORNAMENT (Ontario Road Noise Analysis Method for Environment and Transportation) and STEAM (Sound from Trains Environment Analysis Method), publications from the Ontario Ministry of Environment and Energy.

5.0 Results

Surface Transportation

The primary descriptors are the 16-hour daytime and the 8-hour night time equivalent sound levels, $L_{eq(16)}$ and the $L_{eq(8)}$ for City roads.

The proposed traffic noise levels were analyzed at all reception points. The results of the STAMSON software can be located in Appendix 2, and the summary of the results can be noted in Table 6.

Table 6 - Proposed Noise Levels

Reception Point	Description	OLA (dBA)	Daytime at Facade $L_{EQ(16)}$ (dBA)	Nighttime at Facade $L_{eq(8)}$ (dBA)
REC 1-1	Eastern Elevation, 1st Floor	--	62.04	54.44
REC 1-6	Eastern Elevation, 6th Floor	--	64.22	56.62
REC 2-1	Southern Elevation, 1st Floor	--	57.13	49.53
REC 2-6	Southern Elevation, 6th Floor	--	59.61	52.01
REC 3-1	Western Elevation, 1st Floor	--	34.76	27.16
REC 3-6	Western Elevation, 6th Floor	--	46.94	39.34
REC 4-1	Northern Elevation, 1st Floor	--	41.22	33.63
REC 4-6	Northern Elevation, 6th Floor	--	41.22	33.63

6.0 Discussion and Recommendations

6.1 Outdoor Living Areas

The subject site does not consist any outdoor living areas. Therefore, a surface transportation noise analysis for outdoor living areas was not completed.

6.2 Indoor Living Areas and Ventilation

The results of the STAMSON modelling indicates that the $L_{eq(16)}$ ranges between 34.76 dBA and 64.22 dBA. The ENGC states that the limits for the exterior of the pane of glass is 55 dBA. This value was exceeded at the eastern and southern receptor points of the building. Therefore, the building should be designed with a central air conditioning unit and warning clause Type D, as outlined in Table 3, is also required for all units on the eastern and southern elevations of the building.

Additionally, the maximum, $L_{eq(16)}$ is below 65 dBA, it is noted that standard building materials are considered acceptable to provide adequate noise protection. No additional analysis of the building materials are required.

7.0 Summary of Findings

The subject site is located at 406 Bank Street. It is understood that the proposed development will consist of a 6 storey mixed-use building. The associated analysis identified four surface transportation noise sources: Highway 417 Westbound, Highway 417 Eastbound, Bank Street, Gladstone Avenue.

Several reception points were selected for the analysis, consisting of pane of glass reception points on both the first and top level. The eastern and southern elevations of the building exceeded the guideline specified by the ENCG. Therefore, a warning clause Type D will be required for these units in addition to the installation of a central air conditioning unit.

The following warning clause is to be included on all Offers of Purchase and Sale and/or lease agreements:

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

8.0 Statement of Limitations

The recommendations made in this report are in accordance with our present understanding of the project. Our recommendations should be reviewed when the project drawings and specifications are complete.

The present report applies only to the project described in this document. Use of this report for purposes other than those described herein or by person(s) other than 12291444 Canada Inc or their agent(s) is not authorized without review by this firm for the applicability of our recommendations to the altered use of the report.

Paterson Group Inc.

Stephanie A. Boisvenue, P.Eng.

David J. Gilbert, P.Eng.

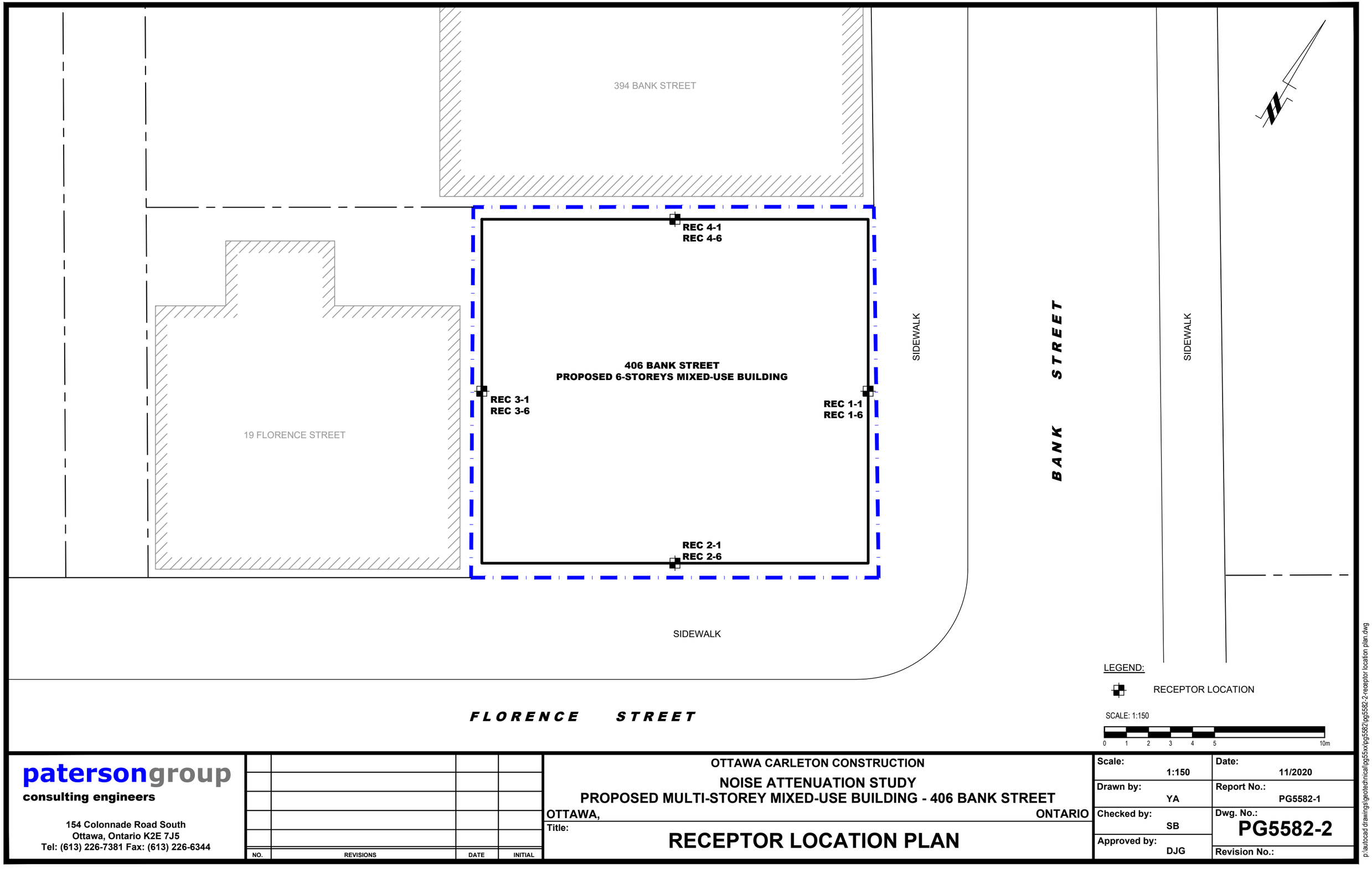
Report Distribution:

- ❑ 12291444 Canada Inc (3 copies)
- ❑ Paterson Group (1 copy)

Table 7 - Summary of Reception Points and Geometry
406 Bank Street

Point of Reception	Location	Leq Day (dBA)	Bank Street								Gladstone Avenue							
			Horizontal (m)	Vertical (m)	Total (m)	Local Angle (degree)	Number of Rows of Houses	Density (%)	Barrier Height (m)	Barrier Distance (m)	Horizontal (m)	Vertical (m)	Total (m)	Local Angle (degree)	Number of Rows of Houses	Density (%)	Barrier Height (m)	Barrier Distance (m)
REC 1-1	Eastern Elevation, 1st Floor	62.05	30	1.5	30.04	-86, 83	n/a	n/a	n/a	n/a	95	1.5	95.01	-30, 0	2	40	n/a	n/a
REC 1-6	Eastern Elevation, 6th Floor	64.22	30	16.5	34.24	-86, 83	n/a	n/a	n/a	n/a	95	16.5	96.42	-30, 0	2	40	n/a	n/a
REC 2-1	Southern Elevation, 1st Floor	57.13	35	1.5	35.03	0, 77	1	20	n/a	n/a	90	1.5	90.01	-36, 31	2	60	n/a	n/a
REC 2-6	Southern Elevation, 6th Floor	59.61	35	16.5	38.69	0, 77	1	20	n/a	n/a	90	16.5	91.50	-36, 31	2	60	n/a	n/a
REC 3-1	Western Elevation, 1st Floor	34.76	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	95	1.5	95.01	0, 27	2	40	9	10
REC 3-6	Western Elevation, 6th Floor	46.94	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	95	16.5	96.42	0, 27	2	40	9	10
REC 4-1	Northern Elevation, 1st Floor	41.22	35	1.5	35.03	-79, 0	n/a	n/a	27	20	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
REC 4-6	Northern Elevation, 6th Floor	41.22	35	16.5	38.69	-79, 0	n/a	n/a	27	20	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Point of Reception	Location	Leq Day (dBA)	Highway 417 Westbound								Highway 417 Eastbound							
			Horizontal (m)	Vertical (m)	Total (m)	Local Angle (degree)	Number of Rows of Houses	Density (%)	Barrier Height (m)	Barrier Distance (m)	Horizontal (m)	Vertical (m)	Total (m)	Local Angle (degree)	Number of Rows of Houses	Density (%)	Barrier Height (m)	Barrier Distance (m)
REC 1-1	Eastern Elevation, 1st Floor	62.05	470	1.5	470.00	-24, 0	7	80	n/a	n/a	485	1.5	485.00	-20, 0	7	80	n/a	n/a
REC 1-6	Eastern Elevation, 6th Floor	64.22	470	16.5	470.29	-24, 0	7	80	n/a	n/a	485	16.5	485.28	-20, 0	7	80	n/a	n/a
REC 2-1	Southern Elevation, 1st Floor	57.13	475	1.5	475.00	-26, 18	7	80	n/a	n/a	485	1.5	485.00	-20, 9	7	80	n/a	n/a
REC 2-6	Southern Elevation, 6th Floor	59.61	475	16.5	475.29	-26, 18	7	80	n/a	n/a	485	16.5	485.28	-20, 9	7	80	n/a	n/a
REC 3-1	Western Elevation, 1st Floor	34.76	480	1.5	480.00	0, 17	7	80	9	10	495	1.5	495.00	0, 9	7	80	9	5
REC 3-6	Western Elevation, 6th Floor	46.94	480	16.5	480.28	0, 17	7	80	9	10	495	16.5	495.27	0, 9	7	80	9	5
REC 4-1	Northern Elevation, 1st Floor	41.22	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
REC 4-6	Northern Elevation, 6th Floor	41.22	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a



patersongroup
consulting engineers

154 Colonnade Road South
Ottawa, Ontario K2E 7J5
Tel: (613) 226-7381 Fax: (613) 226-6344

NO.	REVISIONS	DATE	INITIAL

OTTAWA CARLETON CONSTRUCTION

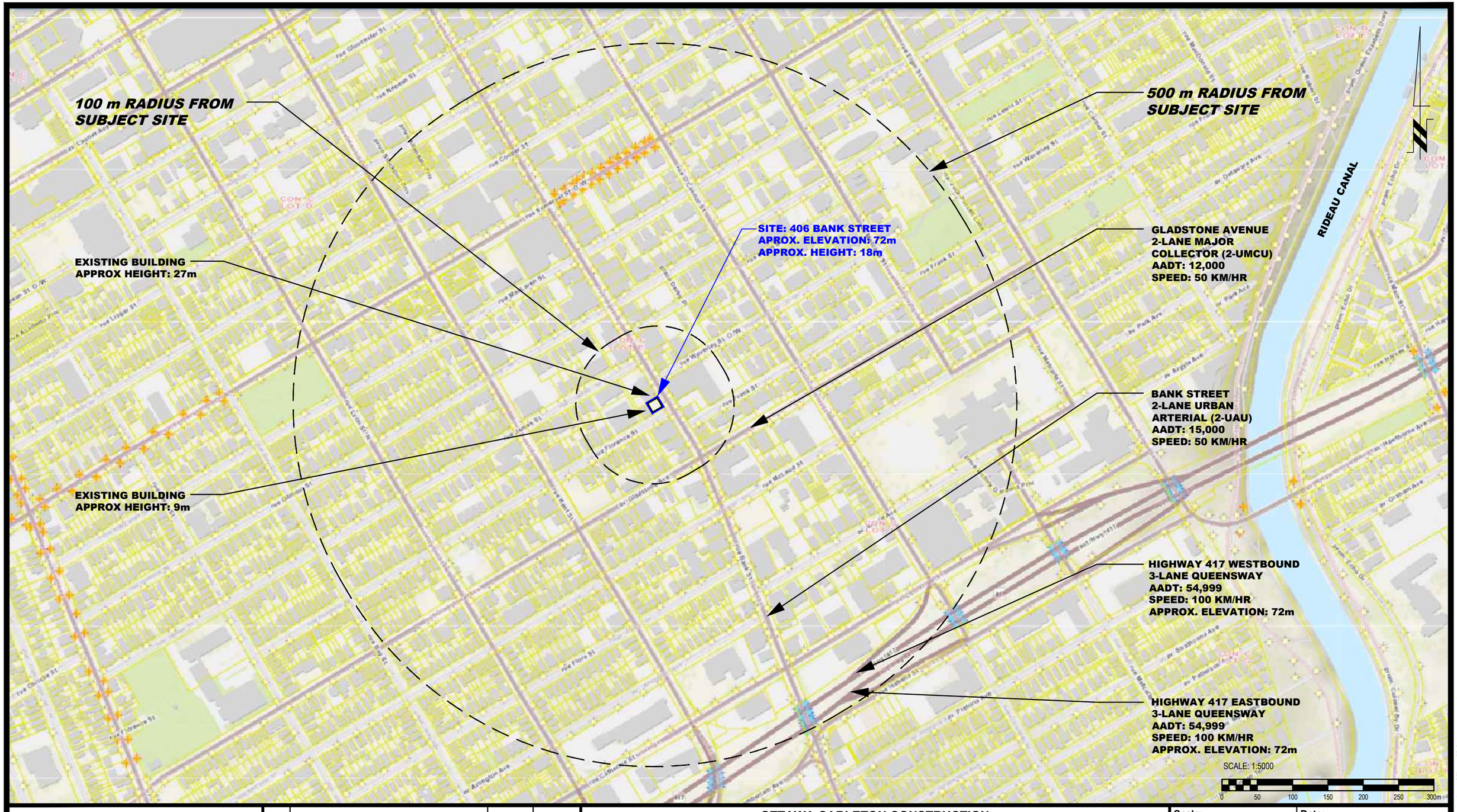
NOISE ATTENUATION STUDY
PROPOSED MULTI-STOREY MIXED-USE BUILDING - 406 BANK STREET
OTTAWA, ONTARIO

Title:

RECEPTOR LOCATION PLAN

Scale: 1:150	Date: 11/2020
Drawn by: YA	Report No.: PG5582-1
Checked by: SB	Dwg. No.: PG5582-2
Approved by: DJG	Revision No.:

p:\autocad drawings\geotechnical\pg55xx\pg5582\pg5582-2-receptor location plan.dwg



patersongroup
consulting engineers

154 Colonnade Road South
Ottawa, Ontario K2E 7J5
Tel: (613) 226-7381 Fax: (613) 226-6344

NO.	REVISIONS	DATE	INITIAL

OTTAWA CARLETON CONSTRUCTION

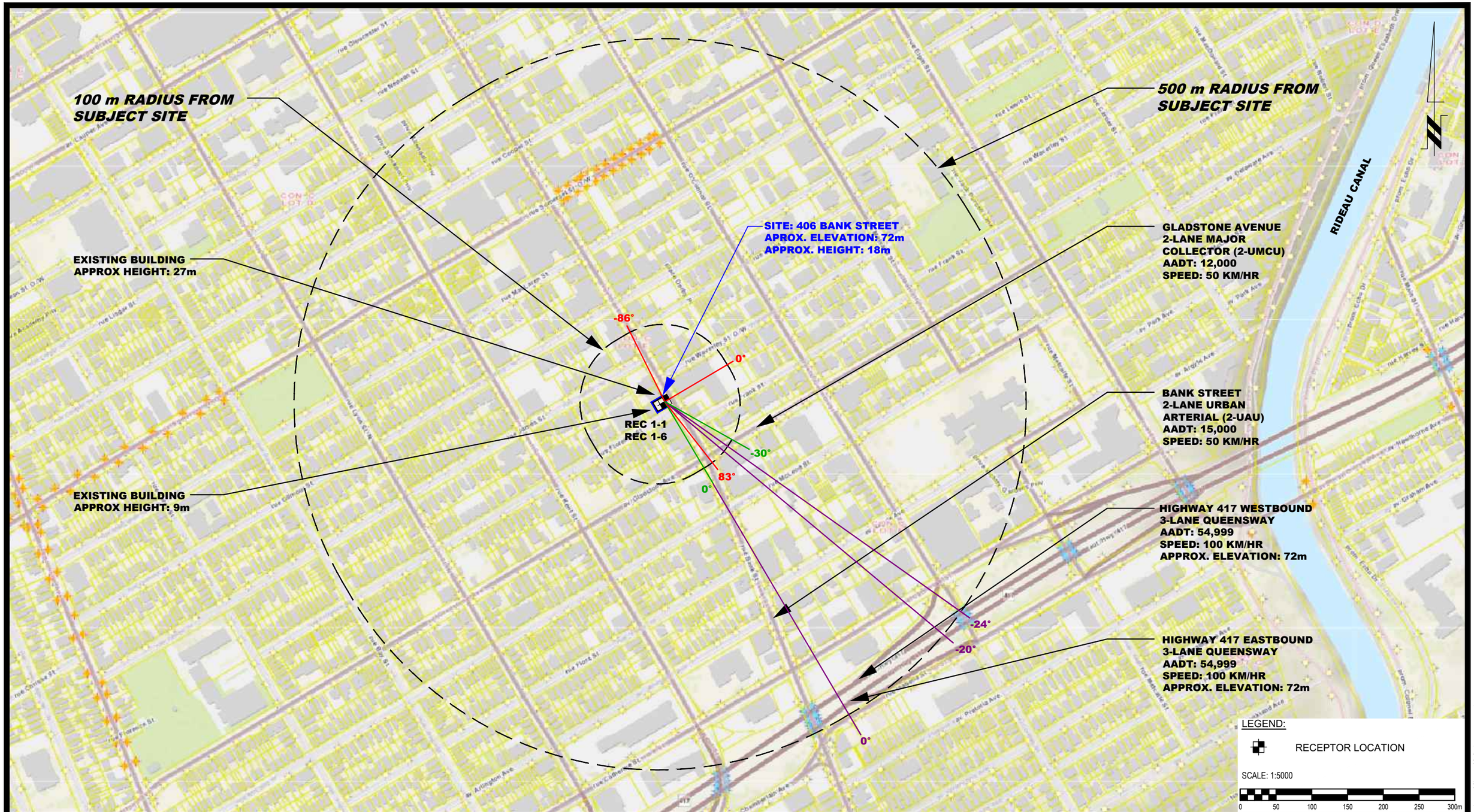
NOISE ATTENUATION STUDY
PROPOSED MULTI-STOREY MIXED-USE BUILDING - 406 BANK STREET
OTTAWA, ONTARIO

Title:

SITE GEOMETRY

Scale: 1:5000	Date: 11/2020
Drawn by: YA	Report No.: PG5582-1
Checked by: SB	Dwg. No.: PG5582-3
Approved by: DJG	Revision No.:

p:\autocad drawings\geotechnical\pg55xx\pg5582\pg5582-3-site geometry.dwg



patersongroup
consulting engineers

154 Colonnade Road South
Ottawa, Ontario K2E 7J5
Tel: (613) 226-7381 Fax: (613) 226-6344

NO.	REVISIONS	DATE	INITIAL

OTTAWA CARLETON CONSTRUCTION

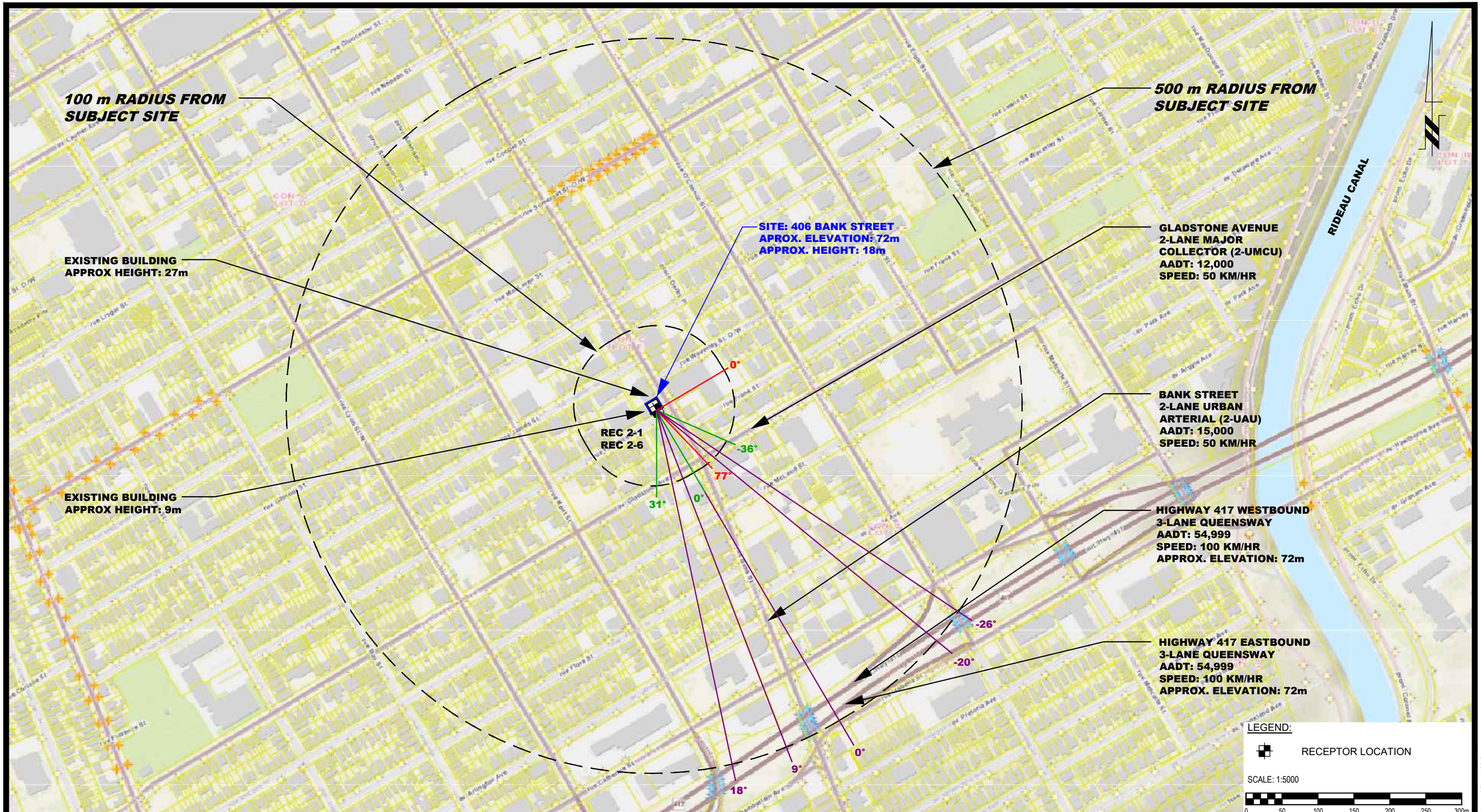
NOISE ATTENUATION STUDY
PROPOSED MULTI-STOREY MIXED-USE BUILDING - 406 BANK STREET
OTTAWA, ONTARIO

Title:

SITE GEOMETRY - REC 1-1 AND REC 1-6

Scale: 1:5000	Date: 11/2020
Drawn by: YA	Report No.: PG5582-1
Checked by: SB	Dwg. No.: PG5582-3A
Approved by: DJG	Revision No.:

p:\autocad drawings\geotechnical\pg55xx\pg5582\pg5582-3-site geometry.dwg



patersongroup
consulting engineers

154 Colonnade Road South
Ottawa, Ontario K2E 7J5
Tel: (613) 226-7381 Fax: (613) 226-6344

NO.	REVISIONS	DATE	INITIAL

OTTAWA CARLETON CONSTRUCTION

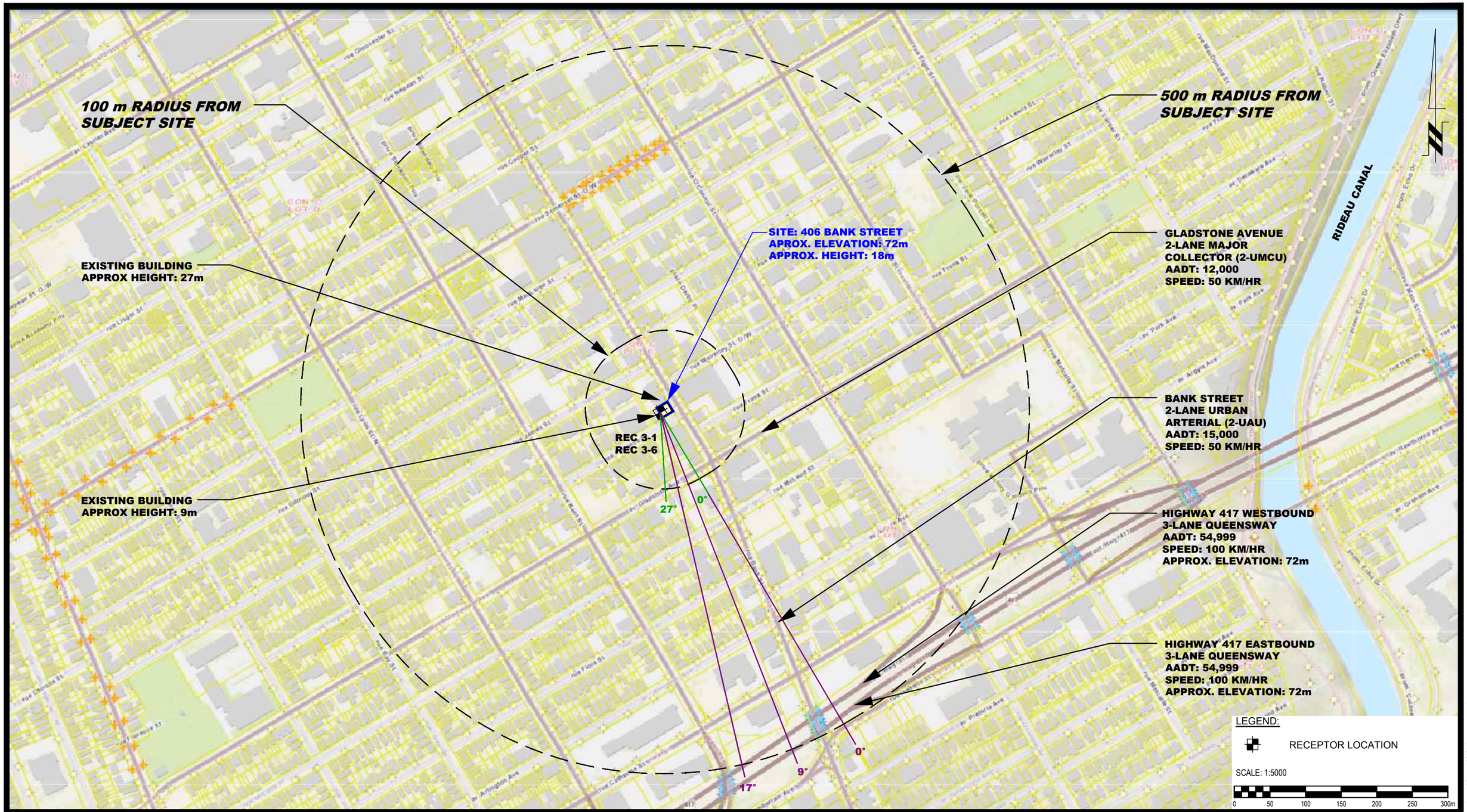
NOISE ATTENUATION STUDY
PROPOSED MULTI-STOREY MIXED-USE BUILDING - 406 BANK STREET
OTTAWA, ONTARIO

Title:

SITE GEOMETRY - REC 2-1 AND REC 2-6

Scale: 1:5000	Date: 11/2020
Drawn by: YA	Report No.: PG5582-1
Checked by: SB	Dwg. No.: PG5582-3B
Approved by: DJG	Revision No.:

p:\autocad drawings\geotechnical\pg55xx\pg5582\pg5582-3-site geometry.dwg



patersongroup
consulting engineers

154 Colonnade Road South
Ottawa, Ontario K2E 7J5
Tel: (613) 226-7381 Fax: (613) 226-6344

NO.	REVISIONS	DATE	INITIAL

OTTAWA CARLETON CONSTRUCTION

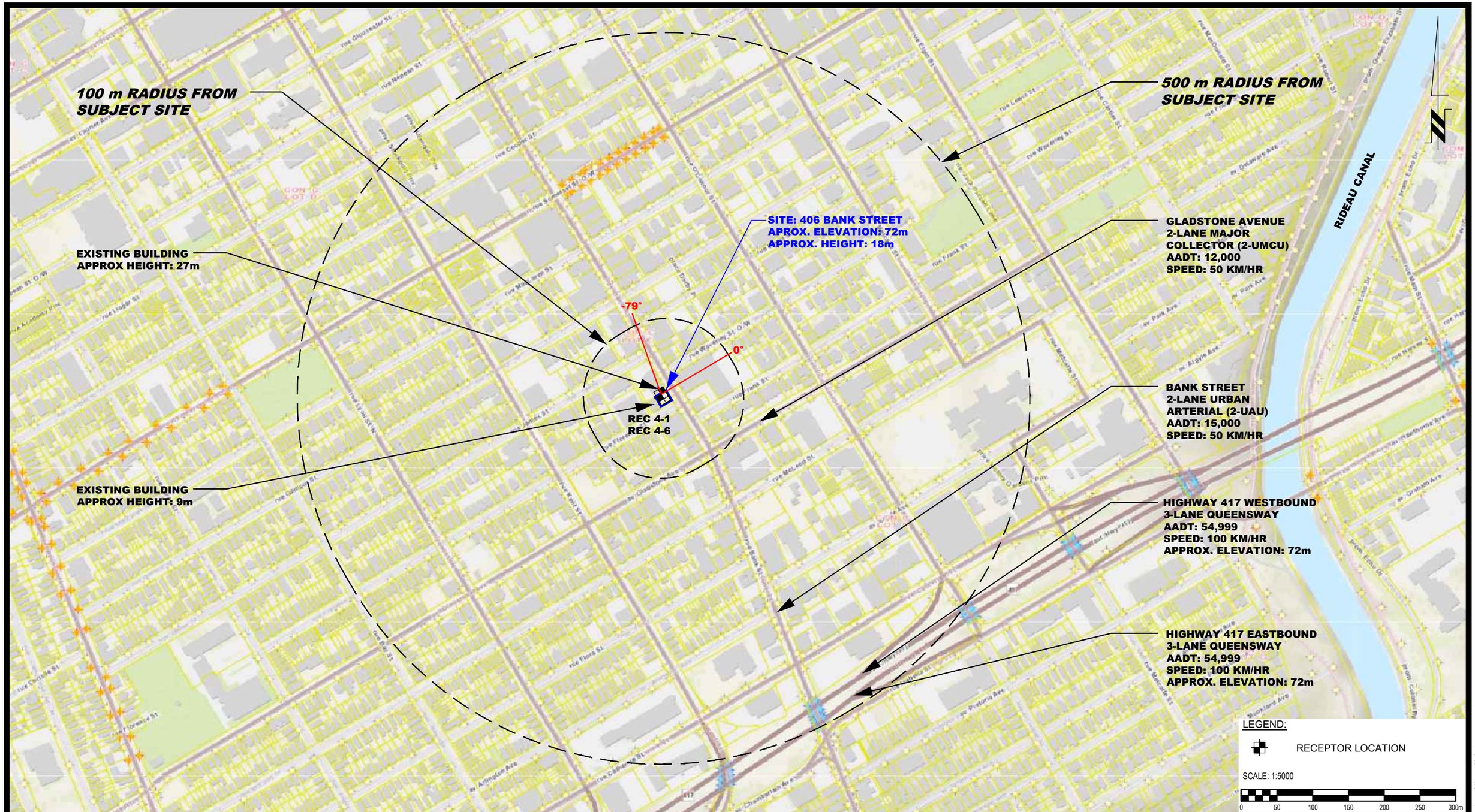
NOISE ATTENUATION STUDY
PROPOSED MULTI-STOREY MIXED-USE BUILDING - 406 BANK STREET
OTTAWA, ONTARIO

Title:

SITE GEOMETRY - REC 3-1 AND REC 3-6

Scale: 1:5000	Date: 11/2020
Drawn by: YA	Report No.: PG5582-1
Checked by: SB	Dwg. No.: PG5582-3C
Approved by: DJG	Revision No.:

p:\autocad drawings\geotechnical\pg55xx\pg5582\pg5582-3-site geometry.dwg



patersongroup
consulting engineers

154 Colonnade Road South
Ottawa, Ontario K2E 7J5
Tel: (613) 226-7381 Fax: (613) 226-6344

NO.	REVISIONS	DATE	INITIAL

OTTAWA CARLETON CONSTRUCTION

NOISE ATTENUATION STUDY
PROPOSED MULTI-STOREY MIXED-USE BUILDING - 406 BANK STREET
OTTAWA, ONTARIO

Title:

SITE GEOMETRY - REC 4-1 AND REC 4-6

Scale: 1:5000	Date: 11/2020
Drawn by: YA	Report No.: PG5582-1
Checked by: SB	Dwg. No.: PG5582-3D
Approved by: DJG	Revision No.:

p:\autocad drawings\geotechnical\pg55xx\pg5582\pg5582-3-site geometry.dwg

APPENDIX 1

TABLE 7 - SUMMARY OF RECEPTION POINTS AND GEOMETRY

DRAWING PG5582-2 - RECEPTOR LOCATION PLAN

DRAWING PG5582-3 - SITE GEOMETRY

DRAWING PG5582-3A - SITE GEOMETRY (REC 1-1 and REC 1-6)

DRAWING PG5582-3B - SITE GEOMETRY (REC 2-1 and REC 2-6)

DRAWING PG5582-3C - SITE GEOMETRY (REC 3-1 and REC 3-6)

DRAWING PG5582-3D - SITE GEOMETRY (REC 4-1 and REC 4-6)

APPENDIX 2

STAMSON RESULTS

STAMSON 5.0 NORMAL REPORT Date: 04-11-2020 11:41:24
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec11.te Time Period: Day/Night 16/8 hours
Description: Reception Point 1-1

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

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume : 966/84 veh/TimePeriod *
Heavy truck volume : 690/60 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15000
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: Bank St (day/night)

Angle1 Angle2 : -86.00 deg 83.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.00 / 30.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑
Road data, segment # 2: GladstoneAve (day/night)

Car traffic volume : 9715/845 veh/TimePeriod *
Medium truck volume : 773/67 veh/TimePeriod *
Heavy truck volume : 552/48 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12000
Percentage of Annual Growth : 0.00

```
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 2: GladstoneAve (day/night)
-----------------------------------------------
Angle1   Angle2           : -30.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     40 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  95.00 / 95.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 3: Hwy 417 West (day/night)
-------------------------------------------------
Car traffic volume  : 44527/3872  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):  54999
    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 417 West (day/night)
-----------------------------------------------
Angle1   Angle2           : -24.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      7 / 7
House density             :     80 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 470.00 / 470.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy 417 East (day/night)
```

```
------------------------------------------------
Car traffic volume  : 44527/3872  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):  54999
    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 417 East (day/night)
------------------------------------------------
Angle1   Angle2           : -20.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      7 / 7
House density             :     80 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 485.00 / 485.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

↟
Results segment # 1: Bank St (day)
----------------------------------

Source height = 1.50 m

ROAD (0.00 + 61.98 + 0.00) = 61.98 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -86     83   0.66  68.48   0.00  -5.00  -1.51   0.00   0.00   0.00  61.98
-------------------------------------------------------------------------------

Segment Leq : 61.98 dBA

↟
Results segment # 2: GladstoneAve (day)
---------------------------------------

Source height = 1.50 m

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
-30	0	0.66	67.51	0.00	-13.31	-7.91	0.00	-3.50	0.00	42.79

Segment Leq : 42.79 dBA

↟

Results segment # 3: Hwy 417 West (day)

Source height = 1.50 m

ROAD (0.00 + 32.66 + 0.00) = 32.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-24	0	0.66	80.15	0.00	-24.83	-8.84	0.00	-13.82	0.00	32.66

Segment Leq : 32.66 dBA

↟

Results segment # 4: Hwy 417 East (day)

Source height = 1.50 m

ROAD (0.00 + 31.69 + 0.00) = 31.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	0	0.66	80.15	0.00	-25.06	-9.60	0.00	-13.80	0.00	31.69

Segment Leq : 31.69 dBA

Total Leq All Segments: 62.04 dBA

↟

Results segment # 1: Bank St (night)

Source height = 1.50 m

ROAD (0.00 + 54.38 + 0.00) = 54.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-86	83	0.66	60.88	0.00	-5.00	-1.51	0.00	0.00	0.00	54.38

Segment Leq : 54.38 dBA

↟
Results segment # 2: GladstoneAve (night)

Source height = 1.50 m

ROAD (0.00 + 35.19 + 0.00) = 35.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-30	0	0.66	59.91	0.00	-13.31	-7.91	0.00	-3.50	0.00	35.19

Segment Leq : 35.19 dBA

↟
Results segment # 3: Hwy 417 West (night)

Source height = 1.50 m

ROAD (0.00 + 25.06 + 0.00) = 25.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-24	0	0.66	72.55	0.00	-24.83	-8.84	0.00	-13.82	0.00	25.06

Segment Leq : 25.06 dBA

↟
Results segment # 4: Hwy 417 East (night)

Source height = 1.50 m

ROAD (0.00 + 24.09 + 0.00) = 24.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	0	0.66	72.55	0.00	-25.06	-9.60	0.00	-13.80	0.00	24.09

Segment Leq : 24.09 dBA

Total Leq All Segments: 54.44 dBA

↟

TOTAL Leq FROM ALL SOURCES (DAY): 62.04

(NIGHT): 54.44

↑
↑

STAMSON 5.0 NORMAL REPORT Date: 04-11-2020 11:42:46
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec16.te Time Period: Day/Night 16/8 hours
Description: Reception Point 1-6

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

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume : 966/84 veh/TimePeriod *
Heavy truck volume : 690/60 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15000
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: Bank St (day/night)

Angle1 Angle2 : -86.00 deg 83.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.00 / 30.00 m
Receiver height : 16.50 / 16.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑
Road data, segment # 2: GladstoneAve (day/night)

Car traffic volume : 9715/845 veh/TimePeriod *
Medium truck volume : 773/67 veh/TimePeriod *
Heavy truck volume : 552/48 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12000
Percentage of Annual Growth : 0.00

```
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 2: GladstoneAve (day/night)
-----------------------------------------------
Angle1   Angle2           : -30.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     40 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  95.00 / 95.00  m
Receiver height           :  16.50 / 16.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 3: Hwy 417 West (day/night)
-------------------------------------------------
Car traffic volume  : 44527/3872  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):  54999
    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 417 West (day/night)
-----------------------------------------------
Angle1   Angle2           : -24.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      7 / 7
House density             :     80 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 470.00 / 470.00 m
Receiver height           :  16.50 / 16.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy 417 East (day/night)
```

```
------------------------------------------------
Car traffic volume  : 44527/3872  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):  54999
    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 417 East (day/night)
------------------------------------------------
Angle1   Angle2           : -20.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      7 / 7
House density             :     80 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 485.00 / 485.00 m
Receiver height           :  16.50 / 16.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

↟
Results segment # 1: Bank St (day)
---------------------------------

Source height = 1.50 m

ROAD (0.00 + 64.12 + 0.00) = 64.12 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -86     83   0.21  68.48   0.00  -3.64  -0.72   0.00   0.00   0.00  64.12
-------------------------------------------------------------------------------

Segment Leq : 64.12 dBA

↟
Results segment # 2: GladstoneAve (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA
```

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-30	0	0.21	67.51	0.00	-9.70	-7.82	0.00	-3.50	0.00	46.49

Segment Leq : 46.49 dBA

↟

Results segment # 3: Hwy 417 West (day)

Source height = 1.50 m

ROAD (0.00 + 39.45 + 0.00) = 39.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-24	0	0.21	80.15	0.00	-18.10	-8.78	0.00	-13.82	0.00	39.45

Segment Leq : 39.45 dBA

↟

Results segment # 4: Hwy 417 East (day)

Source height = 1.50 m

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	0	0.21	80.15	0.00	-18.27	-9.56	0.00	-13.80	0.00	38.52

Segment Leq : 38.52 dBA

Total Leq All Segments: 64.22 dBA

↟

Results segment # 1: Bank St (night)

Source height = 1.50 m

ROAD (0.00 + 56.52 + 0.00) = 56.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-86	83	0.21	60.88	0.00	-3.64	-0.72	0.00	0.00	0.00	56.52

Segment Leq : 56.52 dBA

↟
Results segment # 2: GladstoneAve (night)

Source height = 1.50 m

ROAD (0.00 + 38.89 + 0.00) = 38.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-30	0	0.21	59.91	0.00	-9.70	-7.82	0.00	-3.50	0.00	38.89

Segment Leq : 38.89 dBA

↟
Results segment # 3: Hwy 417 West (night)

Source height = 1.50 m

ROAD (0.00 + 31.85 + 0.00) = 31.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-24	0	0.21	72.55	0.00	-18.10	-8.78	0.00	-13.82	0.00	31.85

Segment Leq : 31.85 dBA

↟
Results segment # 4: Hwy 417 East (night)

Source height = 1.50 m

ROAD (0.00 + 30.92 + 0.00) = 30.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	0	0.21	72.55	0.00	-18.27	-9.56	0.00	-13.80	0.00	30.92

Segment Leq : 30.92 dBA

Total Leq All Segments: 56.62 dBA

↟

TOTAL Leq FROM ALL SOURCES (DAY): 64.22

(NIGHT): 56.62

STAMSON 5.0 NORMAL REPORT Date: 04-11-2020 11:45:41
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec21.te Time Period: Day/Night 16/8 hours
Description: Reception Point 2-1

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

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume : 966/84 veh/TimePeriod *
Heavy truck volume : 690/60 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15000
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: Bank St (day/night)

Angle1 Angle2 : 0.00 deg 77.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 35.00 / 35.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: GladstoneAve (day/night)

Car traffic volume : 9715/845 veh/TimePeriod *
Medium truck volume : 773/67 veh/TimePeriod *
Heavy truck volume : 552/48 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12000

```
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 2: GladstoneAve (day/night)
-----------------------------------------------
Angle1   Angle2           : -36.00 deg   31.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     60 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  90.00 / 90.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 3: Hwy 417 West (day/night)
-------------------------------------------------
Car traffic volume  : 44527/3872  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):  54999
    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 417 West (day/night)
-----------------------------------------------
Angle1   Angle2           : -26.00 deg   18.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      7 / 7
House density             :     80 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 475.00 / 475.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy 417 East (day/night)
-----------------------------------------------
Car traffic volume  : 44527/3872  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):  54999
    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 417 East (day/night)
-----------------------------------------------
Angle1   Angle2           : -20.00 deg   9.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      7 / 7
House density             :     80 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 485.00 / 485.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

🠝
Results segment # 1: Bank St (day)
----------------------------------

Source height = 1.50 m

ROAD (0.00 + 56.80 + 0.00) = 56.80 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     77   0.66  68.48   0.00  -6.11  -4.67   0.00  -0.90   0.00  56.80
-------------------------------------------------------------------------------

Segment Leq : 56.80 dBA

🠝
Results segment # 2: GladstoneAve (day)
---------------------------------------

Source height = 1.50 m
```

ROAD (0.00 + 45.13 + 0.00) = 45.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-36	31	0.66	67.51	0.00	-12.92	-4.46	0.00	-5.00	0.00	45.13

Segment Leq : 45.13 dBA

↟

Results segment # 3: Hwy 417 West (day)

Source height = 1.50 m

ROAD (0.00 + 35.23 + 0.00) = 35.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-26	18	0.66	80.15	0.00	-24.91	-6.20	0.00	-13.81	0.00	35.23

Segment Leq : 35.23 dBA

↟

Results segment # 4: Hwy 417 East (day)

Source height = 1.50 m

ROAD (0.00 + 33.31 + 0.00) = 33.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	9	0.66	80.15	0.00	-25.06	-7.97	0.00	-13.80	0.00	33.31

Segment Leq : 33.31 dBA

Total Leq All Segments: 57.13 dBA

↟

Results segment # 1: Bank St (night)

Source height = 1.50 m

ROAD (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	77	0.66	60.88	0.00	-6.11	-4.67	0.00	-0.90	0.00	49.20

Segment Leq : 49.20 dBA

↟
Results segment # 2: GladstoneAve (night)

Source height = 1.50 m

ROAD (0.00 + 37.53 + 0.00) = 37.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-36	31	0.66	59.91	0.00	-12.92	-4.46	0.00	-5.00	0.00	37.53

Segment Leq : 37.53 dBA

↟
Results segment # 3: Hwy 417 West (night)

Source height = 1.50 m

ROAD (0.00 + 27.63 + 0.00) = 27.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-26	18	0.66	72.55	0.00	-24.91	-6.20	0.00	-13.81	0.00	27.63

Segment Leq : 27.63 dBA

↟
Results segment # 4: Hwy 417 East (night)

Source height = 1.50 m

ROAD (0.00 + 25.72 + 0.00) = 25.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	9	0.66	72.55	0.00	-25.06	-7.97	0.00	-13.80	0.00	25.72

Segment Leq : 25.72 dBA

Total Leq All Segments: 49.53 dBA

↟

TOTAL Leq FROM ALL SOURCES (DAY): 57.13
(NIGHT): 49.53

STAMSON 5.0 NORMAL REPORT Date: 04-11-2020 11:46:51
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec26.te Time Period: Day/Night 16/8 hours
Description: Reception Point 2-6

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

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume : 966/84 veh/TimePeriod *
Heavy truck volume : 690/60 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15000
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: Bank St (day/night)

Angle1 Angle2 : 0.00 deg 77.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 35.00 / 35.00 m
Receiver height : 16.50 / 16.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑
Road data, segment # 2: GladstoneAve (day/night)

Car traffic volume : 9715/845 veh/TimePeriod *
Medium truck volume : 773/67 veh/TimePeriod *
Heavy truck volume : 552/48 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12000

```
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 2: GladstoneAve (day/night)
-----------------------------------------------
Angle1   Angle2           : -36.00 deg   31.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     60 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  90.00 / 90.00  m
Receiver height           :  16.50 / 16.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

↟
Road data, segment # 3: Hwy 417 West (day/night)
-----------------------------------------------
Car traffic volume  : 44527/3872  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):  54999
    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 417 West (day/night)
-----------------------------------------------
Angle1   Angle2           : -26.00 deg   18.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      7 / 7
House density             :     80 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 475.00 / 475.00 m
Receiver height           :  16.50 / 16.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

↟
```

```
Road data, segment # 4: Hwy 417 East (day/night)
-----------------------------------------------
Car traffic volume  : 44527/3872  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):  54999
    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 417 East (day/night)
-----------------------------------------------
Angle1   Angle2           : -20.00 deg   9.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      7 / 7
House density             :     80 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 485.00 / 485.00 m
Receiver height           :  16.50 / 16.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

🠝
Results segment # 1: Bank St (day)
----------------------------------

Source height = 1.50 m

ROAD (0.00 + 59.10 + 0.00) = 59.10 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     77   0.21  68.48   0.00  -4.45  -4.03   0.00  -0.90   0.00  59.10
-------------------------------------------------------------------------------

Segment Leq : 59.10 dBA

🠝
Results segment # 2: GladstoneAve (day)
---------------------------------------

Source height = 1.50 m
```

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-36	31	0.21	67.51	0.00	-9.42	-4.35	0.00	-5.00	0.00	48.75

Segment Leq : 48.75 dBA

↟

Results segment # 3: Hwy 417 West (day)

Source height = 1.50 m

ROAD (0.00 + 42.03 + 0.00) = 42.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-26	18	0.21	80.15	0.00	-18.16	-6.14	0.00	-13.81	0.00	42.03

Segment Leq : 42.03 dBA

↟

Results segment # 4: Hwy 417 East (day)

Source height = 1.50 m

ROAD (0.00 + 40.14 + 0.00) = 40.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	9	0.21	80.15	0.00	-18.27	-7.94	0.00	-13.80	0.00	40.14

Segment Leq : 40.14 dBA

Total Leq All Segments: 59.61 dBA

↟

Results segment # 1: Bank St (night)

Source height = 1.50 m

ROAD (0.00 + 51.50 + 0.00) = 51.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	77	0.21	60.88	0.00	-4.45	-4.03	0.00	-0.90	0.00	51.50

Segment Leq : 51.50 dBA

↟
Results segment # 2: GladstoneAve (night)

Source height = 1.50 m

ROAD (0.00 + 41.15 + 0.00) = 41.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-36	31	0.21	59.91	0.00	-9.42	-4.35	0.00	-5.00	0.00	41.15

Segment Leq : 41.15 dBA

↟
Results segment # 3: Hwy 417 West (night)

Source height = 1.50 m

ROAD (0.00 + 34.44 + 0.00) = 34.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-26	18	0.21	72.55	0.00	-18.16	-6.14	0.00	-13.81	0.00	34.44

Segment Leq : 34.44 dBA

↟
Results segment # 4: Hwy 417 East (night)

Source height = 1.50 m

ROAD (0.00 + 32.54 + 0.00) = 32.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	9	0.21	72.55	0.00	-18.27	-7.94	0.00	-13.80	0.00	32.54

Segment Leq : 32.54 dBA

Total Leq All Segments: 52.01 dBA

↟

TOTAL Leq FROM ALL SOURCES (DAY): 59.61
(NIGHT): 52.01

STAMSON 5.0 NORMAL REPORT Date: 04-11-2020 14:17:11
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec31.te Time Period: Day/Night 16/8 hours
Description: Reception Point 3-1

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

Car traffic volume : 9715/845 veh/TimePeriod *
Medium truck volume : 773/67 veh/TimePeriod *
Heavy truck volume : 552/48 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

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

Angle1 Angle2 : 0.00 deg 27.00 deg
Wood depth : 0 (No woods.)
No of house rows : 2 / 2
House density : 40 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.00 / 95.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 0.00 deg Angle2 : 27.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation : 72.00 m
Receiver elevation : 72.00 m
Barrier elevation : 72.00 m
Reference angle : 0.00

↑
Road data, segment # 2: Hwy 417 West (day/night)

Car traffic volume : 44527/3872 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):  54999
    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 417 West (day/night)
-----------------------------------------------
Angle1   Angle2           :   0.00 deg   17.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      7 / 7
House density             :     80 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 480.00 / 480.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   0.00 deg   Angle2 : 17.00 deg
Barrier height            :   9.00 m
Barrier receiver distance :  10.00 / 10.00  m
Source elevation          :  72.00 m
Receiver elevation        :  72.00 m
Barrier elevation         :  72.00 m
Reference angle           :   0.00

↟
Road data, segment # 3: Hwy 417 East (day/night)
-----------------------------------------------
Car traffic volume  : 44527/3872  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):  54999
    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 417 East (day/night)
```

```
-----------------------------------------------
Angle1   Angle2           :   0.00 deg   9.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      7 / 7
House density             :     80 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 495.00 / 495.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   0.00 deg   Angle2 : 9.00 deg
Barrier height            :   9.00 m
Barrier receiver distance :   5.00 / 5.00   m
Source elevation          :  72.00 m
Receiver elevation        :  72.00 m
Barrier elevation         :  72.00 m
Reference angle           :   0.00
```



```
Results segment # 1: GladstoneAve (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 !        73.50

ROAD (0.00 + 30.27 + 0.00) = 30.27 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     27   0.66  67.51   0.00 -13.31  -8.35   0.00  -3.50   0.00  42.36
     0     27   0.12  67.51   0.00  -8.98  -8.26   0.00   0.00 -20.00  30.27
-------------------------------------------------------------------------------

Segment Leq : 30.27 dBA
```



```
Results segment # 2: Hwy 417 West (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 !        73.50

ROAD (0.00 + 31.07 + 0.00) = 31.07 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     17   0.66  80.15   0.00 -24.99 -10.29   0.00 -13.80   0.00  31.07
     0     17   0.12  80.15   0.00 -16.86 -10.26   0.00   0.00 -20.00  33.03
-------------------------------------------------------------------------------

Segment Leq : 31.07 dBA

↟
Results segment # 3: Hwy 417 East (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 !        73.50

ROAD (0.00 + 28.12 + 0.00) = 28.12 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0      9   0.66  80.15   0.00 -25.21 -13.02   0.00 -13.80   0.00  28.12
     0      9   0.12  80.15   0.00 -17.01 -13.01   0.00   0.00 -20.00  30.13
-------------------------------------------------------------------------------

Segment Leq : 28.12 dBA

Total Leq All Segments: 34.76 dBA

↟
Results segment # 1: GladstoneAve (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 !        73.50

ROAD (0.00 + 22.67 + 0.00) = 22.67 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
```

```
-------------------------------------------------------------------------------
     0     27   0.66  59.91   0.00 -13.31  -8.35   0.00  -3.50   0.00  34.76
     0     27   0.12  59.91   0.00  -8.98  -8.26   0.00   0.00 -20.00  22.67
-------------------------------------------------------------------------------

Segment Leq : 22.67 dBA

↟
Results segment # 2: Hwy 417 West (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 !        73.50

ROAD (0.00 + 23.47 + 0.00) = 23.47 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     17   0.66  72.55   0.00 -24.99 -10.29   0.00 -13.80   0.00  23.47
     0     17   0.12  72.55   0.00 -16.86 -10.26   0.00   0.00 -20.00  25.44
-------------------------------------------------------------------------------

Segment Leq : 23.47 dBA

↟
Results segment # 3: Hwy 417 East (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 !        73.50

ROAD (0.00 + 20.52 + 0.00) = 20.52 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0      9   0.66  72.55   0.00 -25.21 -13.02   0.00 -13.80   0.00  20.52
     0      9   0.12  72.55   0.00 -17.01 -13.01   0.00   0.00 -20.00  22.53
-------------------------------------------------------------------------------

Segment Leq : 20.52 dBA
```

Total Leq All Segments: 27.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 34.76
(NIGHT): 27.16

STAMSON 5.0 NORMAL REPORT Date: 04-11-2020 14:18:09
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec36.te Time Period: Day/Night 16/8 hours
Description: Reception Point 3-6

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

Car traffic volume : 9715/845 veh/TimePeriod *
Medium truck volume : 773/67 veh/TimePeriod *
Heavy truck volume : 552/48 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

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

Angle1 Angle2 : 0.00 deg 27.00 deg
Wood depth : 0 (No woods.)
No of house rows : 2 / 2
House density : 40 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.00 / 95.00 m
Receiver height : 16.50 / 16.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 0.00 deg Angle2 : 27.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation : 72.00 m
Receiver elevation : 72.00 m
Barrier elevation : 72.00 m
Reference angle : 0.00

↑
Road data, segment # 2: Hwy 417 West (day/night)

Car traffic volume : 44527/3872 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):  54999
    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 417 West (day/night)
-----------------------------------------------
Angle1   Angle2           :   0.00 deg   17.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      7 / 7
House density             :     80 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 480.00 / 480.00 m
Receiver height           :  16.50 / 16.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   0.00 deg   Angle2 : 17.00 deg
Barrier height            :   9.00 m
Barrier receiver distance :  10.00 / 10.00  m
Source elevation          :  72.00 m
Receiver elevation        :  72.00 m
Barrier elevation         :  72.00 m
Reference angle           :   0.00

♠
Road data, segment # 3: Hwy 417 East (day/night)
-----------------------------------------------
Car traffic volume  : 44527/3872  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):  54999
    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 417 East (day/night)
```

```
-----------------------------------------------
Angle1   Angle2           :   0.00 deg   9.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      7 / 7
House density             :     80 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 495.00 / 495.00 m
Receiver height           :  16.50 / 16.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   0.00 deg   Angle2 : 9.00 deg
Barrier height            :   9.00 m
Barrier receiver distance :   5.00 / 5.00   m
Source elevation          :  72.00 m
Receiver elevation        :  72.00 m
Barrier elevation         :  72.00 m
Reference angle           :   0.00
```

```
Results segment # 1: GladstoneAve (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 !       16.50 !       14.92 !        86.92

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     27   0.21  67.51   0.00  -9.70  -8.27   0.00  -3.50   0.00  46.04
     0     27   0.00  67.51   0.00  -8.02  -8.24   0.00   0.00   0.00  51.26*
     0     27   0.21  67.51   0.00  -9.70  -8.27   0.00   0.00   0.00  49.54
-------------------------------------------------------------------------------

 * Bright Zone !

Segment Leq : 46.04 dBA
```

```
Results segment # 2: Hwy 417 West (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 !       16.50 !       16.19 !        88.19

ROAD (0.00 + 37.87 + 0.00) = 37.87 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     17   0.21  80.15   0.00 -18.21 -10.26   0.00 -13.80   0.00  37.87
     0     17   0.00  80.15   0.00 -15.05 -10.25   0.00   0.00   0.00  54.85*
     0     17   0.21  80.15   0.00 -18.21 -10.26   0.00   0.00   0.00  51.67
-------------------------------------------------------------------------------

 * Bright Zone !

Segment Leq : 37.87 dBA

🠉
Results segment # 3: Hwy 417 East (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 !       16.50 !       16.35 !        88.35

ROAD (0.00 + 34.96 + 0.00) = 34.96 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0      9   0.21  80.15   0.00 -18.38 -13.01   0.00 -13.80   0.00  34.96
     0      9   0.00  80.15   0.00 -15.19 -13.01   0.00   0.00   0.00  51.95*
     0      9   0.21  80.15   0.00 -18.38 -13.01   0.00   0.00   0.00  48.76
-------------------------------------------------------------------------------

 * Bright Zone !

Segment Leq : 34.96 dBA

Total Leq All Segments: 46.94 dBA

🠉
Results segment # 1: GladstoneAve (night)
-----------------------------------------

Source height = 1.50 m
```

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	16.50	14.92	86.92

ROAD (0.00 + 38.44 + 0.00) = 38.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	27	0.21	59.91	0.00	-9.70	-8.27	0.00	-3.50	0.00	38.44
0	27	0.00	59.91	0.00	-8.02	-8.24	0.00	0.00	0.00	43.66*
0	27	0.21	59.91	0.00	-9.70	-8.27	0.00	0.00	0.00	41.94

* Bright Zone !

Segment Leq : 38.44 dBA

Results segment # 2: Hwy 417 West (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	16.50	16.19	88.19

ROAD (0.00 + 30.27 + 0.00) = 30.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	17	0.21	72.55	0.00	-18.21	-10.26	0.00	-13.80	0.00	30.27
0	17	0.00	72.55	0.00	-15.05	-10.25	0.00	0.00	0.00	47.25*
0	17	0.21	72.55	0.00	-18.21	-10.26	0.00	0.00	0.00	44.07

* Bright Zone !

Segment Leq : 30.27 dBA

Results segment # 3: Hwy 417 East (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	16.50	16.35	88.35

ROAD (0.00 + 27.36 + 0.00) = 27.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	9	0.21	72.55	0.00	-18.38	-13.01	0.00	-13.80	0.00	27.36
0	9	0.00	72.55	0.00	-15.19	-13.01	0.00	0.00	0.00	44.36*
0	9	0.21	72.55	0.00	-18.38	-13.01	0.00	0.00	0.00	41.16

* Bright Zone !

Segment Leq : 27.36 dBA

Total Leq All Segments: 39.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 46.94
(NIGHT): 39.34

STAMSON 5.0 SUMMARY REPORT Date: 04-11-2020 14:18:58
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec41.te Time Period: Day/Night 16/8 hours
Description: Reception Point 4-1

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

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume : 966/84 veh/TimePeriod *
Heavy truck volume : 690/60 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15000
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: Bank St (day/night)

Angle1 Angle2 : -79.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 35.00 / 35.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -79.00 deg Angle2 : 0.00 deg
Barrier height : 27.00 m
Barrier receiver distance : 20.00 / 20.00 m
Source elevation : 72.00 m
Receiver elevation : 72.00 m
Barrier elevation : 72.00 m
Reference angle : 0.00

↟
Result summary (day)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)

1.Bank St	1.50	41.22	41.22
	Total		41.22 dBA

↟

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Bank St	1.50	33.63	33.63
	Total		33.63 dBA

↟

TOTAL Leq FROM ALL SOURCES (DAY): 41.22
(NIGHT): 33.63

↟
↟

STAMSON 5.0 SUMMARY REPORT Date: 04-11-2020 14:19:38
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec46.te Time Period: Day/Night 16/8 hours
Description: Reception Point 4-6

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

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume : 966/84 veh/TimePeriod *
Heavy truck volume : 690/60 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15000
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: Bank St (day/night)

Angle1 Angle2 : -79.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 35.00 / 35.00 m
Receiver height : 16.50 / 16.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -79.00 deg Angle2 : 0.00 deg
Barrier height : 27.00 m
Barrier receiver distance : 20.00 / 20.00 m
Source elevation : 72.00 m
Receiver elevation : 72.00 m
Barrier elevation : 72.00 m
Reference angle : 0.00

↟
Result summary (day)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)

1.Bank St	1.50	41.22	41.22
	Total		41.22 dBA

↟

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Bank St	1.50	33.63	33.63
	Total		33.63 dBA

↟

TOTAL Leq FROM ALL SOURCES (DAY): 41.22
(NIGHT): 33.63

↟
↟