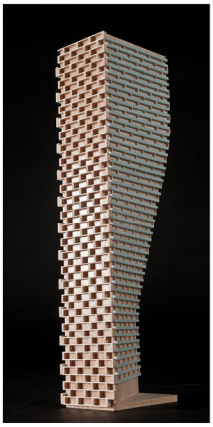
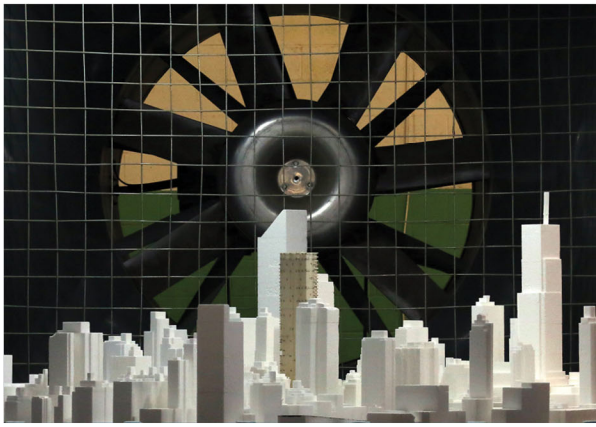
GRADIENTWIND
ENGINEERS & SCIENTISTS

ROADWAY TRAFFIC NOISE ASSESSMENT

780 Baseline Road
Ottawa, Ontario

REPORT: GW22-062-Traffic Noise





June 8, 2023

PREPARED FOR

Theberge Developments Ltd.
1600 Laperriere Avenue, Suite 205
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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 for Phase 1 of the proposed mixed-use development at 780 Baseline Road in Ottawa, Ontario. The proposed development comprises three buildings: "Building A", an 'U'-shaped 24-storey building situated to the southeast; "Building B", an 'L'-shaped 29-storey building situated to the northeast; and "Building C", a 'C'-shaped 25-storey building situated to the northwest of the subject site. The project will be constructed in phases with the first phase comprising Building A, which is the subject of this assessment. The major sources of traffic noise are Baseline Road and Fisher Avenue. 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) site plan drawings prepared by RLA Architecture in April 2023.

The results of the current analysis indicate that noise levels will range between 51 and 68 dBA during the daytime period (07:00-23:00) and between 56 and 60 dBA during the nighttime period (23:00-07:00). The highest noise level (68 dBA) occurs at the tower's east façade, which is nearest and most exposed to Fisher Avenue. Noise levels at the parkland area to the south of the study site fall below the ENCG criterion for OLAs, therefore no noise control measures will be required for this area. 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 Type D Warning Clause will also be required be placed on all Lease, Purchase and Sale Agreements, as summarized in Section 6.

Regarding stationary noise, impacts from the surroundings on the study building are expected to be minimal. Sources associated with the existing commercial buildings to the north at a sufficient setback

distance, and smaller units associated with adjacent residential are expected to be in compliance with the MECP's noise guideline NPC-216 - Residential Air Conditioning and City of Ottawa Noise By-Law No. 2017-255. Furthermore, the commercial buildings will be demolished with future phases of the development.

Stationary noise impacts from the development on the surroundings can be minimized by judicious placement mechanical equipment such as its placement on a roof or in a mechanical penthouse, or the incorporation of silencers and noise screens as necessary. It is recommended that any large pieces of HVAC equipment be placed in the middle of the roof, avoiding line of site with the surrounding residential dwellings.

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1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Theberge Developments Ltd. to undertake a traffic noise assessment in support of site plan application for Phase 1 of the proposed mixed-use development at 780 Baseline Road 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[1] and Ministry of the Environment, Conservation and Parks (MECP)[2] guidelines. Noise calculations were based on architectural drawings prepared by RLA Architecture in April 2023, with future traffic volumes corresponding to the City of Ottawa's Official Plan (OP) roadway classifications.

2. TERMS OF REFERENCE

The subject site is located at 780 Baseline Road in Ottawa; situated on a parcel of land at the southwest intersection of Baseline Road and Fisher Avenue. The proposed development comprises three buildings: "Building A", an 'U'-shaped 24-storey building situated to the southeast; "Building B", an 'L'-shaped 29-storey building situated to the northeast; and "Building C", a 'C'-shaped 25-storey building situated to the northwest of the subject site. The project will be constructed in phases with the first phase comprising Building A, which is the subject of this assessment. All buildings include mechanical penthouse (MPH) levels. Building A is served by two below-grade parking levels, while Building B and Building C share two levels of below-grade parking. A plaza is situated to the east of the subject site, between Building A and Building B, and surface parking is provided to the south of Building C. Parkland is proposed at the south end of the site.

The ground floor of Building A includes commercial space, a residential main entrance, loading space, moving space, and elevator core at the northeast corner, an indoor amenity to the south, a loading space and shared building support spaces at the southwest corner, and residential units throughout the

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

remainder of the level. Access to below-grade parking is provided by a ramp at the southwest corner of Building A via a laneway from Fisher Avenue. Levels 2-24 are reserved for residential use. The left side of the building comprises a 4-storey podium, while the 24-storey tower located at the right side of the building.

The near-field surroundings include low-rise residential buildings from the northeast clockwise west with open fields from the west clockwise northeast. The major sources of traffic noise are Baseline Road and Fisher Avenue. 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 buildings 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) [3]

Type of Space	Time Period	Leq (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[4]. A closed window due to a ventilation requirement will bring noise levels down to achieve an acceptable indoor environment[5]. 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

[3] Adapted from ENCG 2016 – Tables 2.2b and 2.2c
[4] Burberry, P.B. (2014). Mitchell's Environment and Services. Routledge, Page 125
[5] 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[6].

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.
- Ground surfaces were taken to be reflective due to the presence of hard (paved) ground.
- Topography was assumed to be a flat/gentle slope surrounding the study building.
- Noise receptors were strategically placed at 6 locations around the study area (see Figure 2).
- Receptor distances and exposure angles are illustrated in Figures 4-5.

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[7] which provide additional details on future roadway expansions. Average Annual Daily Traffic (AADT) volumes

[6] MECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.1.3
[7] City of Ottawa Transportation Master Plan, November 2013

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
Baseline Road	4-UAD	60	**35,000**
Fisher Avenue	2-UAU	50	**15,000**

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 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[8] 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

[8] Building Practice Note: Controlling Sound Transmission into Buildings by J.D. Quirt, National Research Council of Canada, September 1985

Based on published research[9], 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).

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	60	POW – Tower North Façade	67	60
2	60	POW – Tower East Façade	68	60
3	60	POW – Tower South Façade	63	56
4	10.5	POW – Podium North Façade	66	59
5	10.5	POW – Podium East Façade	64	56
6	1.5	OLA – Parkland	51	N/A

The results of the current analysis indicate that noise levels will range between 51 and 68 dBA during the daytime period (07:00-23:00) and between 56 and 60 dBA during the nighttime period (23:00-07:00). The highest noise level (68 dBA) occurs at the tower's east façade, which is nearest and most exposed to Fisher

[9] CMHC, Road & Rail Noise: Effects on Housing

Avenue. Noise levels at the parkland area to the south of the study site fall below the ENCG criterion for OLAs, therefore no noise control measures will be required.

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 north and east on the east portion of the building will require a minimum STC of 31

(ii) Bedroom windows facing north on the west portion of the building will require a minimum STC of 29

(iii) All other bedroom windows are to satisfy Ontario Building Code (OBC 2020) requirements

- **Living Room Windows**

(i) Living room windows facing north and east will require a minimum STC of 26

(ii) All other living room windows are to satisfy Ontario Building Code (OBC 2020) requirements

- **Retail Windows**

(i) Retail windows facing north and east will require a minimum STC of 26

(ii) All other living room windows are to satisfy Ontario Building Code (OBC 2020) requirements

- **Exterior Walls**

(i) Exterior wall components on the north and east façades will require a minimum STC of 45, which will be achieved with brick cladding or an acoustical equivalent according to NRC test data[10]

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

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 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.

6. CONCLUSIONS AND RECOMMENDATIONS

The results of the current analysis indicate that noise levels will range between 51 and 68 dBA during the daytime period (07:00-23:00) and between 56 and 60 dBA during the nighttime period (23:00-07:00). The highest noise level (68 dBA) occurs at the tower's east façade, which is nearest and most exposed to Fisher Avenue. Noise levels at the parkland area to the south of the study site fall below the ENCG criterion for OLAs, therefore no noise control measures will be required. 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 Type D Warning Clause[11] will also be required be placed on all Lease, Purchase and Sale Agreements, as summarized below:

> *"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, Conservation and Parks."*

Regarding stationary noise, impacts from the surroundings on the study building are expected to be minimal. Sources associated with the existing commercial buildings to the north at a sufficient setback distance, and smaller units associated with adjacent residential are expected to be in compliance with the MECP's noise guideline NPC-216 - Residential Air Conditioning and City of Ottawa Noise By-Law No. 2017-255. Furthermore, the commercial buildings will be demolished with future phases of the development.

Stationary noise impacts from the development on the surroundings can be minimized by judicious placement mechanical equipment such as its placement on a roof or in a mechanical penthouse, or the incorporation of silencers and noise screens as necessary. It is recommended that any large pieces of HVAC equipment be placed in the middle of the roof, avoiding line of site with the surrounding residential dwellings.

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,

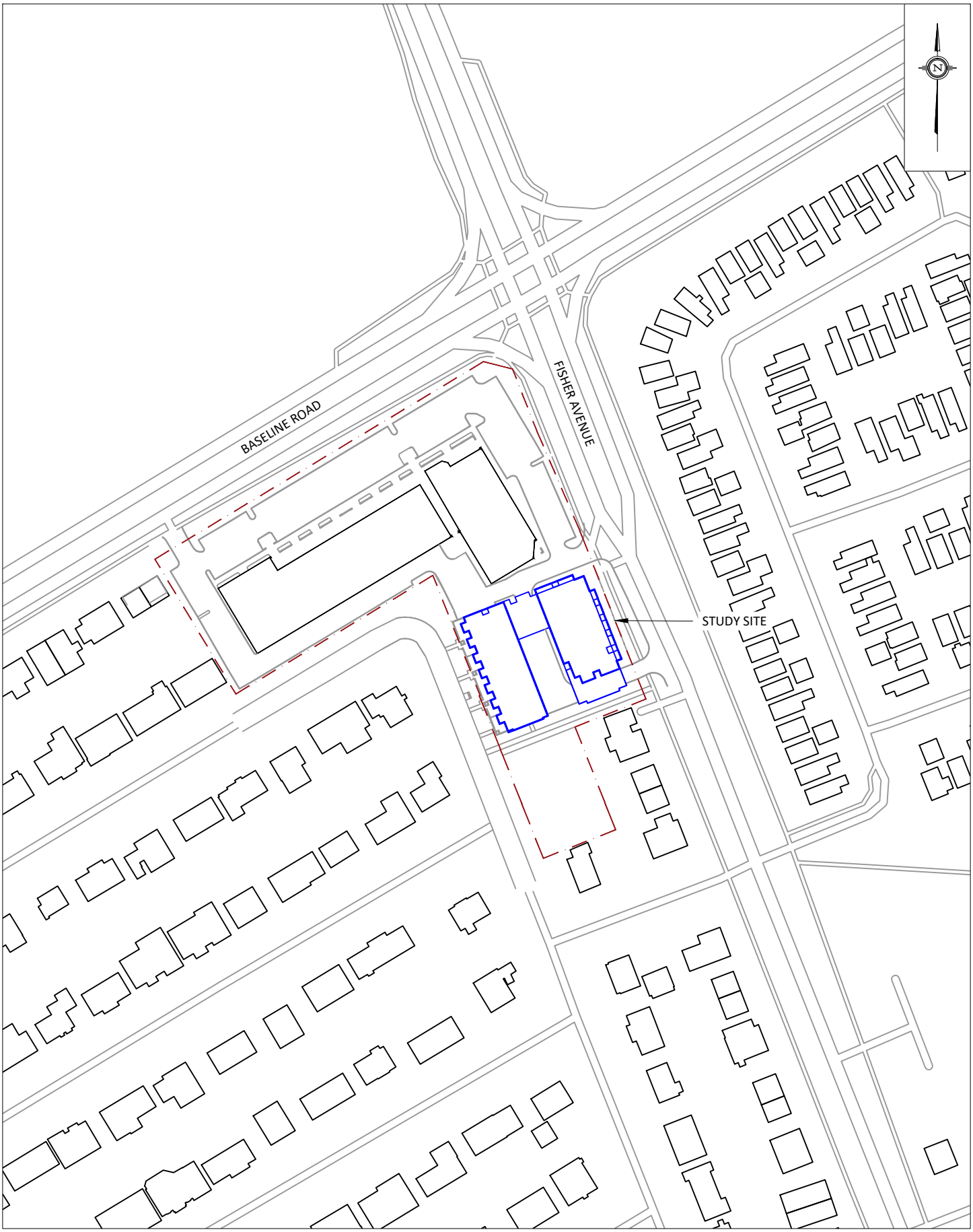
Gradient Wind Engineering Inc.

Michael Lafortune, C.E.T.
Environmental Scientist

Joshua Foster, P.Eng.
Lead Engineer

Gradient Wind File #22-062-Traffic Noise

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



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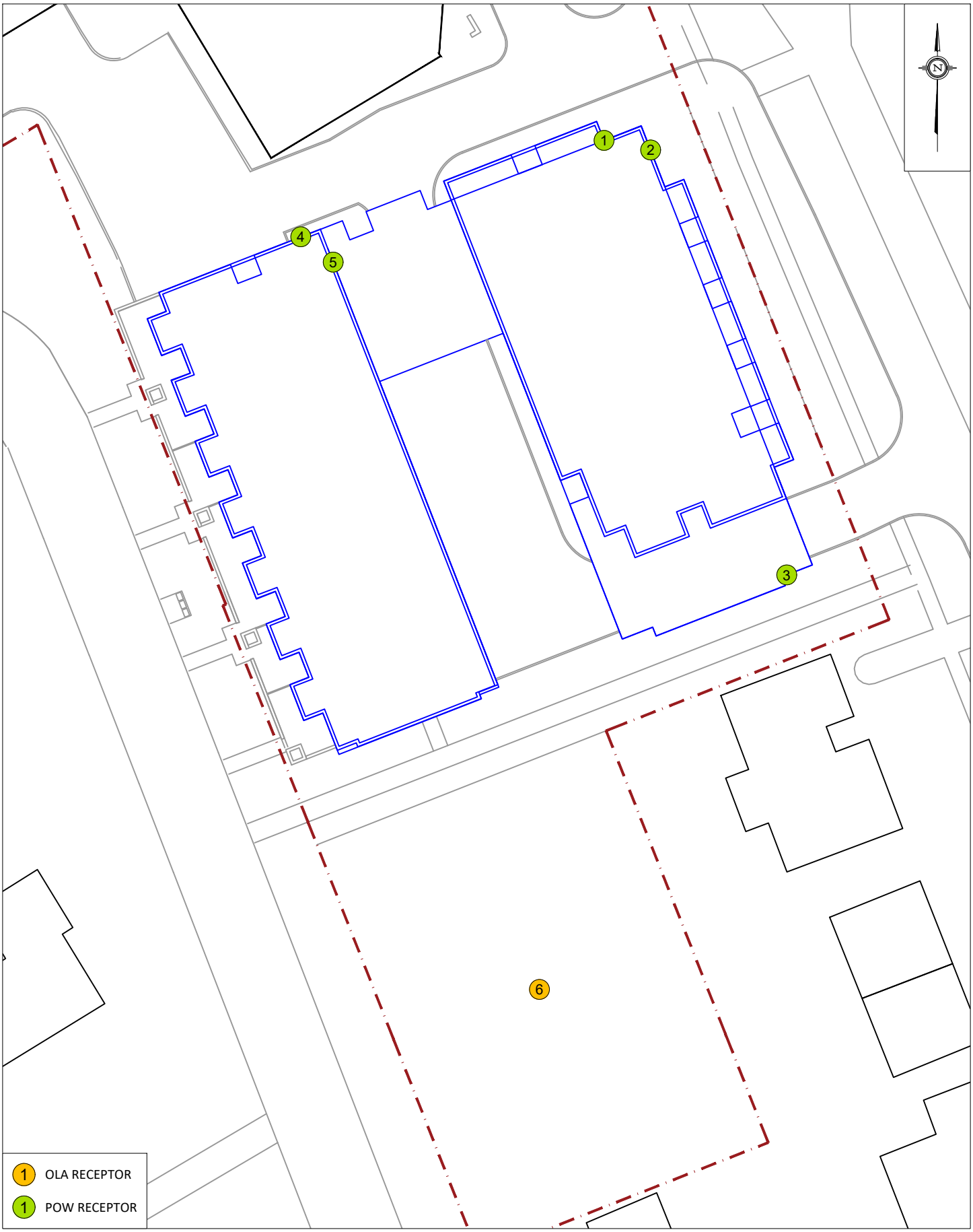
PROJECT	780 BASELINE ROAD, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT
SCALE	1:2000 (APPROX.)
DRAWING NO.	GW22-062-1
DATE	MAY 11, 2023
DRAWN BY	M.L.

DESCRIPTION

FIGURE 1:
SITE PLAN AND SURROUNDING CONTEXT



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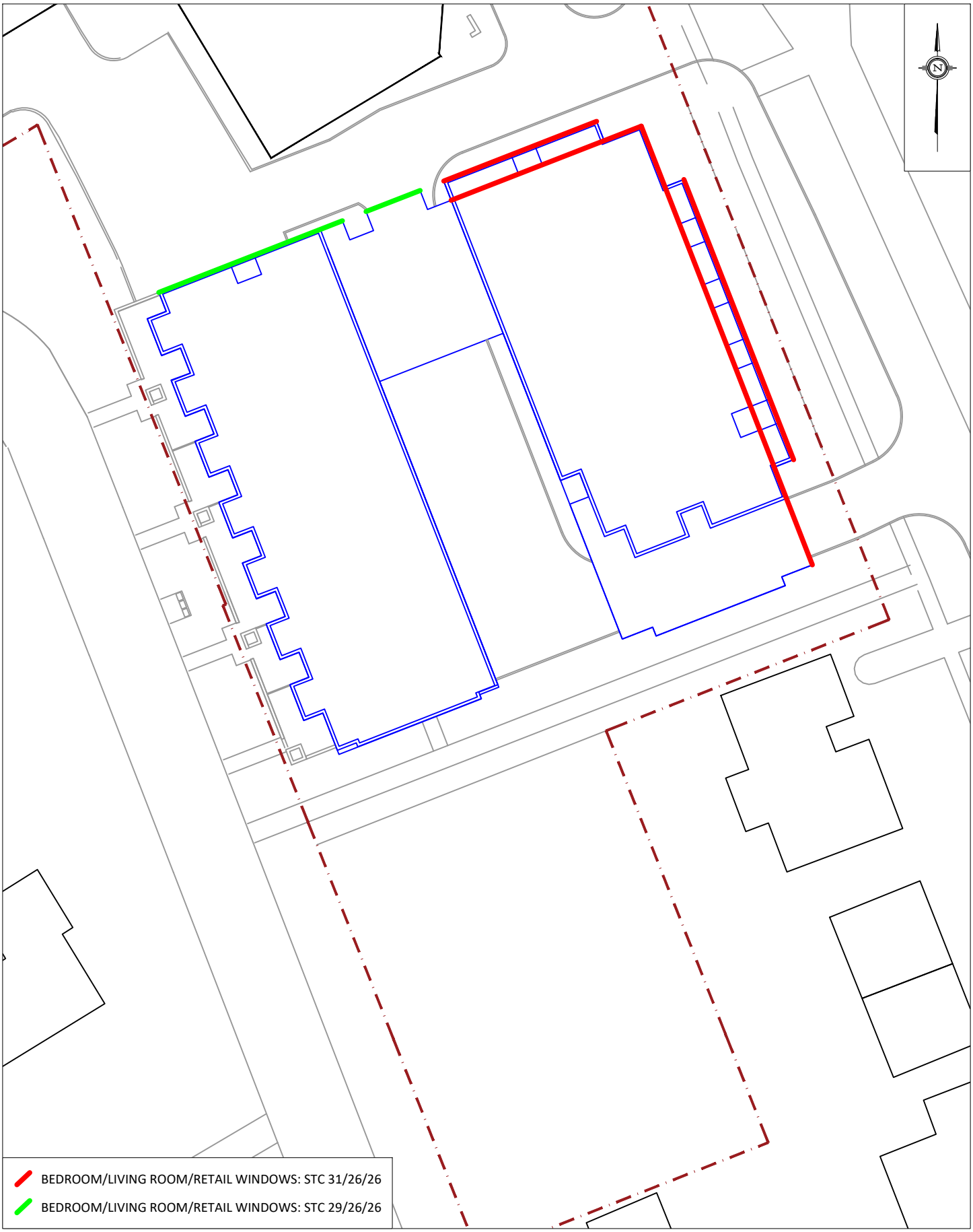
SCALE	1:500 (APPROX.)	DRAWING NO.	GW22-062-2
DATE	MAY 11, 2023	DRAWN BY	M.L.

FIGURE 2:
RECEPTOR LOCATIONS



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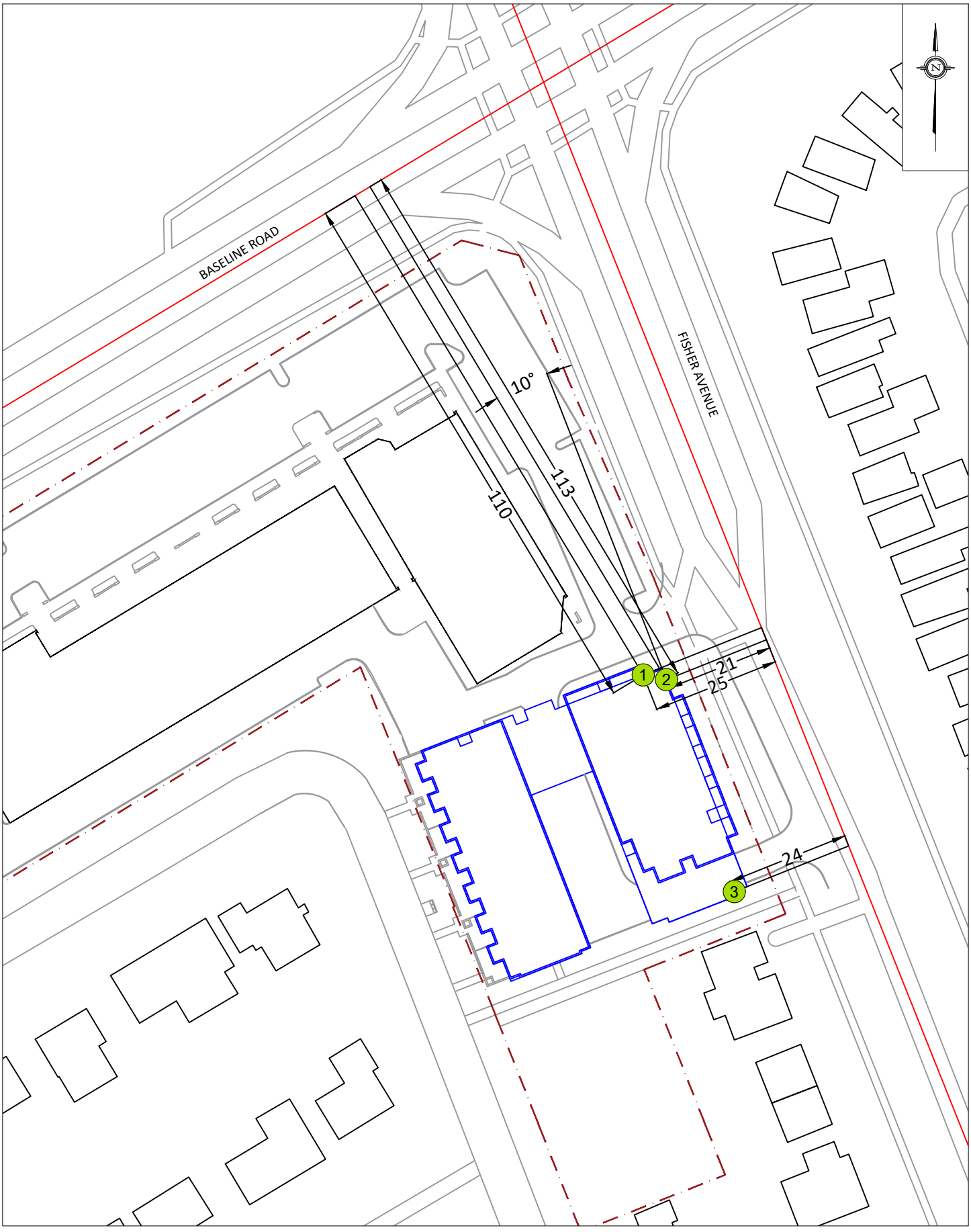
SCALE	1:500 (APPROX.)	DRAWING NO.	GW22-062-3
DATE	MAY 11, 2023	DRAWN BY	M.L.

FIGURE 3:
WINDOW STC REQUIREMENTS



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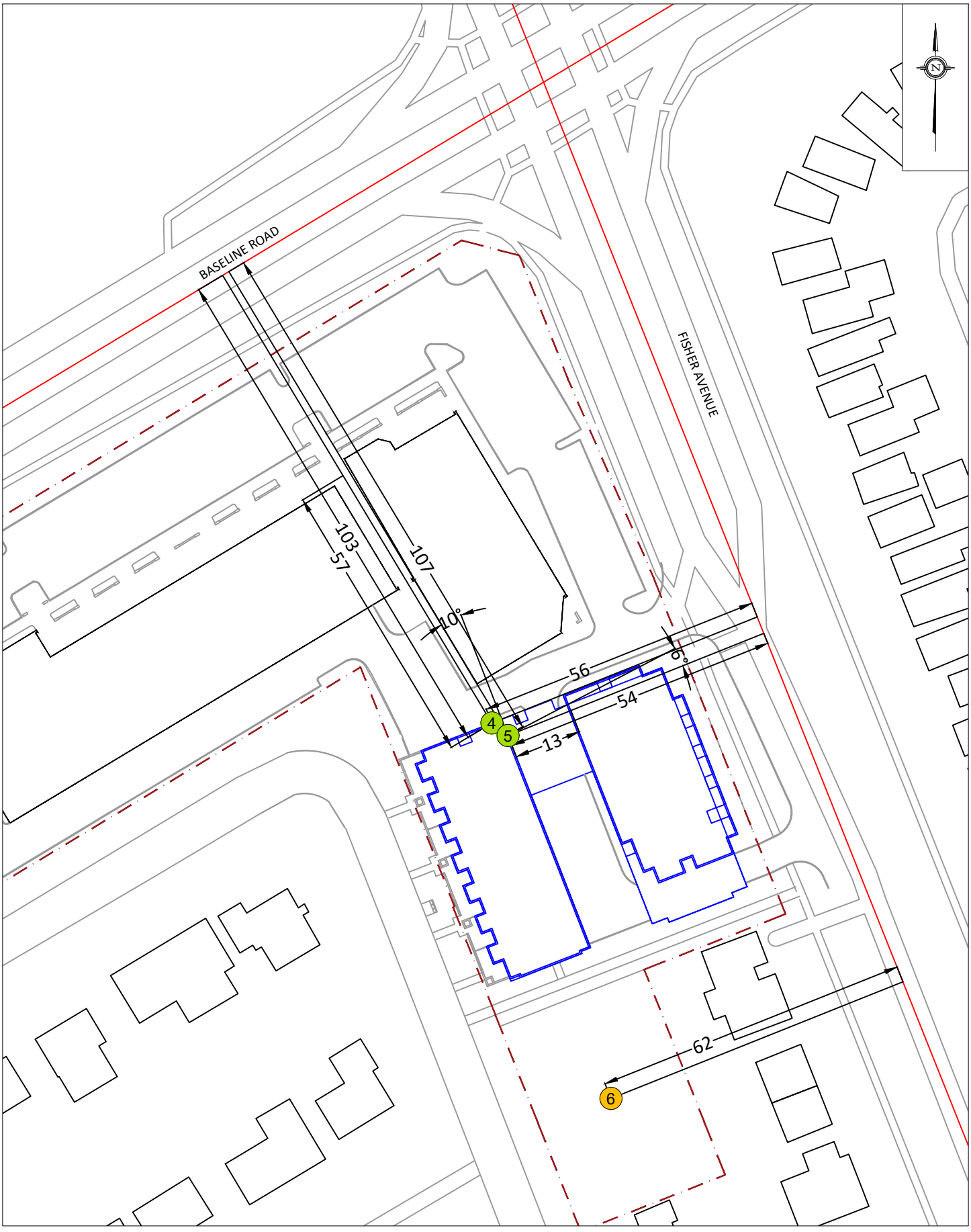
PROJECT	780 BASELINE ROAD, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT
SCALE	1:1000 (APPROX.)
DRAWING NO.	GW22-062-4
DATE	MAY 11, 2023
DRAWN BY	M.L.

DESCRIPTION

FIGURE 4:
STAMSON INPUT PARAMETERS - RECEPTOR 1-3



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PROJECT	780 BASELINE ROAD, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT
SCALE	1:1000 (APPROX.)
DRAWING NO.	GW22-062-5
DATE	MAY 11, 2023
DRAWN BY	M.L.

DESCRIPTION

FIGURE 5:
STAMSON INPUT PARAMETERS - RECEPTOR 4-6

APPENDIX A

STAMSON 5.04 – INPUT AND OUTPUT DATA

127 WALGREEN ROAD, OTTAWA, ON, CANADA K0A 1L0 | 613 836 0934
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```
STAMSON 5.0        NORMAL REPORT        Date: 11-05-2023 13:45:00
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Fisher (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: Fisher (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  25.00 / 25.00  m
Receiver height           :  60.00 / 60.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 2: Baseline (day/night)
-------------------------------------------
Car traffic volume  : 28336/2464  veh/TimePeriod  *
Medium truck volume :  2254/196   veh/TimePeriod  *
Heavy truck volume  :  1610/140   veh/TimePeriod  *
Posted speed limit  :    60 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):  35000
    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: Baseline (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  : 110.00 / 110.00 m
Receiver height           :  60.00 / 60.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

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

Source height = 1.50 m

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90      0   0.00  68.48   0.00  -2.22  -3.01   0.00   0.00   0.00
63.25
-------------------------------------------------------------------------
--

Segment Leq : 63.25 dBA


Results segment # 2: Baseline (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 65.02 + 0.00) = 65.02 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90     90   0.00  73.68   0.00  -8.65   0.00   0.00   0.00   0.00
65.02
-------------------------------------------------------------------------
--

Segment Leq : 65.02 dBA

Total Leq All Segments: 67.23 dBA
```

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

Source height = 1.50 m

ROAD (0.00 + 55.65 + 0.00) = 55.65 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90      0   0.00  60.88   0.00  -2.22  -3.01   0.00   0.00   0.00
55.65
-------------------------------------------------------------------------
--

Segment Leq : 55.65 dBA


Results segment # 2: Baseline (night)
-------------------------------------

Source height = 1.50 m

ROAD (0.00 + 57.43 + 0.00) = 57.43 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90     90   0.00  66.08   0.00  -8.65   0.00   0.00   0.00   0.00
57.43
-------------------------------------------------------------------------
--

Segment Leq : 57.43 dBA

Total Leq All Segments: 59.64 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 67.23
                           (NIGHT): 59.64
```

```
STAMSON 5.0        NORMAL REPORT        Date: 11-05-2023 13:45:04
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Fisher (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: Fisher (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  :  21.00 / 21.00  m
Receiver height           :  60.00 / 60.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 2: Baseline (day/night)
---------------------------------------------
Car traffic volume  : 28336/2464  veh/TimePeriod  *
Medium truck volume :  2254/196   veh/TimePeriod  *
Heavy truck volume  :  1610/140   veh/TimePeriod  *
Posted speed limit  :    60 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):  35000
    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: Baseline (day/night)
---------------------------------------------
Angle1   Angle2           :  10.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 113.00 / 113.00 m
Receiver height           :  60.00 / 60.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

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

Source height = 1.50 m

ROAD (0.00 + 67.02 + 0.00) = 67.02 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90     90   0.00  68.48   0.00  -1.46   0.00   0.00   0.00   0.00
67.02
-------------------------------------------------------------------------
--

Segment Leq : 67.02 dBA


Results segment # 2: Baseline (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 61.38 + 0.00) = 61.38 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
    10     90   0.00  73.68   0.00  -8.77  -3.52   0.00   0.00   0.00
61.38
-------------------------------------------------------------------------
--

Segment Leq : 61.38 dBA

Total Leq All Segments: 68.07 dBA
```

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

Source height = 1.50 m

ROAD (0.00 + 59.42 + 0.00) = 59.42 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90     90   0.00  60.88   0.00  -1.46   0.00   0.00   0.00   0.00
59.42
-------------------------------------------------------------------------
--

Segment Leq : 59.42 dBA


Results segment # 2: Baseline (night)
-------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.79 + 0.00) = 53.79 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
    10     90   0.00  66.08   0.00  -8.77  -3.52   0.00   0.00   0.00
53.79
-------------------------------------------------------------------------
--

Segment Leq : 53.79 dBA

Total Leq All Segments: 60.47 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 68.07
                           (NIGHT): 60.47
```

```
STAMSON 5.0        NORMAL REPORT        Date: 11-05-2023 13:45:08
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Fisher (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: Fisher (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  :  24.00 / 24.00  m
Receiver height           :  60.00 / 60.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

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

Source height = 1.50 m

ROAD (0.00 + 63.43 + 0.00) = 63.43 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
     0     90   0.00  68.48   0.00  -2.04  -3.01   0.00   0.00   0.00
63.43
-------------------------------------------------------------------------
--

Segment Leq : 63.43 dBA

Total Leq All Segments: 63.43 dBA


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

Source height = 1.50 m

ROAD (0.00 + 55.83 + 0.00) = 55.83 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
     0     90   0.00  60.88   0.00  -2.04  -3.01   0.00   0.00   0.00
55.83
-------------------------------------------------------------------------
--

Segment Leq : 55.83 dBA

Total Leq All Segments: 55.83 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 63.43
                           (NIGHT): 55.83
```

```
STAMSON 5.0        NORMAL REPORT        Date: 11-05-2023 13:45:12
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Fisher (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: Fisher (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  :  56.00 / 56.00  m
Receiver height           :  10.50 / 10.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 2: Baseline (day/night)
-------------------------------------------
Car traffic volume  : 28336/2464  veh/TimePeriod  *
Medium truck volume :  2254/196   veh/TimePeriod  *
Heavy truck volume  :  1610/140   veh/TimePeriod  *
Posted speed limit  :    60 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):  35000
    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: Baseline (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  : 103.00 / 103.00 m
Receiver height           :  10.50 / 10.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :   4.00 m
Barrier receiver distance :  57.00 / 57.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

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

Source height = 1.50 m

ROAD (0.00 + 59.75 + 0.00) = 59.75 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90      0   0.00  68.48   0.00  -5.72  -3.01   0.00   0.00   0.00
59.75
-------------------------------------------------------------------------
--

Segment Leq : 59.75 dBA


Results segment # 2: Baseline (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 !       10.50 !        5.52 !         5.52

ROAD (0.00 + 65.31 + 0.00) = 65.31 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90     90   0.00  73.68   0.00  -8.37   0.00   0.00   0.00  -3.11
62.20*
   -90     90   0.00  73.68   0.00  -8.37   0.00   0.00   0.00   0.00
65.31
-------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 65.31 dBA

Total Leq All Segments: 66.38 dBA
```

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

Source height = 1.50 m

ROAD (0.00 + 52.15 + 0.00) = 52.15 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90      0   0.00  60.88   0.00  -5.72  -3.01   0.00   0.00   0.00
52.15
-------------------------------------------------------------------------
--

Segment Leq : 52.15 dBA


Results segment # 2: Baseline (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 !       10.50 !        5.52 !         5.52

ROAD (0.00 + 57.71 + 0.00) = 57.71 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90     90   0.00  66.08   0.00  -8.37   0.00   0.00   0.00  -3.11
54.60*
   -90     90   0.00  66.08   0.00  -8.37   0.00   0.00   0.00   0.00
57.71
-------------------------------------------------------------------------
--

 * Bright Zone !

Segment Leq : 57.71 dBA

Total Leq All Segments: 58.78 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 66.38
                           (NIGHT): 58.78
```

```
STAMSON 5.0        NORMAL REPORT        Date: 11-05-2023 13:45:16
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Fisher (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: Fisher (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  :  54.00 / 54.00  m
Receiver height           :  10.50 / 10.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  -6.00 deg   Angle2 : 90.00 deg
Barrier height            :  70.00 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
```

```
Road data, segment # 2: Baseline (day/night)
---------------------------------------------
Car traffic volume  : 28336/2464  veh/TimePeriod  *
Medium truck volume :  2254/196   veh/TimePeriod  *
Heavy truck volume  :  1610/140   veh/TimePeriod  *
Posted speed limit  :    60 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):  35000
    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: Baseline (day/night)
-------------------------------------------
Angle1   Angle2           :  10.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 107.00 / 107.00 m
Receiver height           :  10.50 / 10.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Results segment # 1: Fisher (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 !       10.50 !        8.33 !         8.33

ROAD (59.61 + 40.33 + 0.00) = 59.66 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     -6   0.00  68.48   0.00  -5.56  -3.31   0.00   0.00   0.00
59.61
-------------------------------------------------------------------------------
--
    -6     90   0.00  68.48   0.00  -5.56  -2.73   0.00   0.00 -19.85
40.33
-------------------------------------------------------------------------------
--

Segment Leq : 59.66 dBA
```

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

Source height = 1.50 m

ROAD (0.00 + 61.62 + 0.00) = 61.62 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
    10     90   0.00  73.68   0.00  -8.53  -3.52   0.00   0.00   0.00
61.62
-------------------------------------------------------------------------
--

Segment Leq : 61.62 dBA

Total Leq All Segments: 63.76 dBA


Results segment # 1: Fisher (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 !       10.50 !        8.33 !         8.33

ROAD (52.01 + 32.74 + 0.00) = 52.06 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90     -6   0.00  60.88   0.00  -5.56  -3.31   0.00   0.00   0.00
52.01
-------------------------------------------------------------------------
--
    -6     90   0.00  60.88   0.00  -5.56  -2.73   0.00   0.00 -19.85
32.74
-------------------------------------------------------------------------
--

Segment Leq : 52.06 dBA
```

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

Source height = 1.50 m

ROAD (0.00 + 54.02 + 0.00) = 54.02 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
    10     90   0.00  66.08   0.00  -8.53  -3.52   0.00   0.00   0.00
54.02
-------------------------------------------------------------------------------
--

Segment Leq : 54.02 dBA

Total Leq All Segments: 56.16 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 63.76
                           (NIGHT): 56.16
```

```
STAMSON 5.0        NORMAL REPORT        Date: 11-05-2023 13:45:21
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Fisher (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: Fisher (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      1 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  62.00 / 62.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

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

Source height = 1.50 m

ROAD (0.00 + 50.90 + 0.00) = 50.90 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90     90   0.66  68.48   0.00 -10.23  -1.46   0.00  -5.89   0.00
50.90
-------------------------------------------------------------------------
--

Segment Leq : 50.90 dBA

Total Leq All Segments: 50.90 dBA


Results segment # 1: Fisher (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
-------------------------------------------------------------------------
--
   -90     90   0.66  60.88   0.00 -10.23  -1.46   0.00   0.00   0.00
49.20
-------------------------------------------------------------------------
--

Segment Leq : 49.20 dBA

Total Leq All Segments: 49.20 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 50.90
                           (NIGHT): 49.20
```