

Environmental Noise Control Study Proposed Residential Development

3317 Navan Road
Ottawa, Ontario

Prepared for Renfroe Land Management

Report PG6556-1 Revision 2 dated March 19, 2024

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1.0 Introduction

Paterson Group (Paterson) was commissioned by Renfroe Land Management to conduct an environmental noise control study for the proposed residential development at 3317 Navan Road, in the City of Ottawa, Ontario.

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).
- 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 the Ontario Ministry of the Environment Guideline NPC-300.

2.0 Proposed Development

It is understood that the proposed development will consist of three (3) four-storey residential buildings (Building A, Building B, Building C), each with one level of basement. The buildings will extend 13 m above grade. The development will consist of 164 residential units (55 units in Building A, 55 units in Building B and 54 units in Building C). Associated walkways, driveways, and landscaped areas are further anticipated. Outdoor living areas - rooftop terraces at all three residential buildings, and a private patio area space located between Building B and Building C was identified on the proposed site plan.

3.0 Methodology and Noise Assessment Criteria

The MOECC 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

Surface roadway traffic noise, equivalent to sound level energy L_{eq} , provides a measure of the time-varying noise level over a period of time. For roadways, the L_{eq} is commonly calculated based on 16-hour (L_{eq16}) daytime (07:00-23:00) and 8-hour (L_{eq8}) nighttime (23:00-7:00) split to assess its impact on residential, commercial and institutional buildings.

The NPC-300 dictates that the influence area must contain any of the 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 Environmental Noise Guidelines for Stationery and Transportation Sources – NPC-300 outlines the limitations of noise levels in relation to the location of the receptors. These can be found in the following tables:

Time Period	L _{eq} Level (dBA)
Daytime, 7:00-23:00	55
➤ Standard taken from Table 2.2a; Sound Level Limit for Outdoor Living Areas – Road and Rail	

Type of Space	Time Period	L _{eq} Level (dBA)	
		Road	Rail
General offices, reception areas, retail stores, etc.	Daytime 7:00-23:00	50	45
Theatres, places of worship, libraries, individual or semi-private offices, conference rooms, reading rooms, etc.	Daytime 7:00-23:00	45	40
Living/dining/den areas of residences , hospitals, nursing/retirement homes, schools, and day-care centres	Daytime 7:00-23:00	45	40
Living/dining/den areas of residences , hospitals, nursing/retirement homes etc. (except schools or day-care centres)	Nighttime 23:00-7:00	45	40
Sleeping quarters of hotels/motels	Nighttime 23:00-7:00	45	40
Sleeping quarters of residences , hospitals, nursing/retirement homes, etc.	Nighttime 23:00-7:00	40	35
➤ Standards taken from Table 2.2b, Sound Level Limit for Indoor Living Areas – Road and Rail and Table 2.2c, Supplementary Sound Level Limits for Indoor Spaces – Road and Rail			

Predicted noise levels at the pane of the window dictate the action required to achieve recommended noise levels. It is noted in ENCG that the limits outlined in Table 2 are for the noise levels on the interior of the window glass pane. An open window is considered to provide a 10 dBA noise reduction, while a standard closed window is capable of providing a minimum 20 dBA noise reduction. The noise level limits of residential buildings are 45 dBA daytime and 40 dBA nighttime. Therefore, where noise levels exceed 55 dBA during daytime and 50 dBA during nighttime, the ventilation for the building should consider the provision for central air conditioning. Where noise levels exceed 65 dBA during daytime and 60 dBA during nighttime, central air conditioning will be required, and the building components will require higher levels of sound attenuation.

When the noise levels are equal to or less than the specified criteria, no noise attenuation (control) measures are required.

When the exceedance of the recommended noise level limits is between 1 dBA and 5 dBA for outdoor living areas ($55 \text{ dBA} < L_{eq} \leq 60 \text{ dBA}$), the proposed development can be completed with no noise control measures incorporated into the site, but the prospective purchasers/tenants should be made aware by suitable Warning Clauses. When the exceedance of recommended noise level limits is more than 5 dBA for outdoor living areas ($L_{eq} > 60 \text{ dBA}$), noise control measures are required to reduce L_{eq} to below 60 dBA and as close as 55 dBA as it is technically and economically feasible.

Noise attenuation (control) measures include any or all of the following:

- Noise attenuation barrier
- Provisions for the installation of central air conditioning
- Central air conditioning
- Architectural components are designed to provide additional acoustic insulation.

In addition to the implementation of noise attenuation features, if required, the following Warning Clauses may be recommended to advise the prospective purchasers/tenants of affected units of potential environmental noise problems:

Table 3 – Warning Clauses for Outdoor Living Areas		
Leq (dBA)	Warning Clause	Description
$55 \text{ dBA} < L_{eq(16)} \leq 60 \text{ dBA}$	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."
$60 \text{ dBA} < L_{eq(16)}$	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."
➤ Clauses taken from section C8 Warning Clauses; Environmental Noise Guidelines for Stationary and Transportation Sources - NPC-300		

Table 4 – Warning Clauses for Indoor Living Areas		
Leq (dBA)	Warning Clause	Description
$55 \text{ dBA} < L_{eq(16)} \leq 65 \text{ dBA}$ $50 \text{ dBA} < L_{eq(8)} \leq 60 \text{ dBA}$	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."
$65 \text{ dBA} < L_{eq(16)}$ $60 \text{ dBA} < L_{eq(8)}$	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."
<p>➤ Clauses taken from section C8 Warning Clauses; Environmental Noise Guidelines for Stationary and Transportation Sources - NPC-300</p>		

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 existing Waste Connections of Canada – Ottawa Landfill is located south of the proposed development. The ENGCC states that any stationary noise sources located within 100 m of the development will need to be reviewed. It is noted that the Ottawa landfill is located further than 100 m away from the proposed residential development and therefore is not considered a stationary noise for the proposed development. 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 development is bordered to the north by residential dwellings, Glenlivet Avenue, Birkhill Place, and Cardoness Private. It is bordered to the east by an undeveloped grassed area, residential dwellings, and Markinch Road. It is bordered to the south by Navan Road followed by an undeveloped grassed area and construction site. It is bordered to the west by a construction area, residential dwellings, Navan Road, Bon Temps Way, and Broadridge Crescent. Glenlivet Avenue, Birkhill Place, Cardoness Private, Markinch Road, Navan Road, Bon Temps Way, and Broadridge Crescent are identified within the 100 m radius of the proposed residential development.

Based on the City of Ottawa’s Official Plan, Schedule E, Navan Road is considered a 4-lane urban arterial road (4-UAU). Other roads within the 100 m radius of the proposed development are not classified as either arterial, collector or major collector roads and therefore are not included in this study. The major source of traffic noise is due to the Navan Road to the south of the proposed residential development.

All noise sources are presented in Drawing PG6556-1 – Site Plan located in Appendix 1.

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

Table 5 – Traffic and Road Parameters						
Segment	Roadway Classification	AADT Veh/Day	Speed Limit (km/h)	Day/Night Split %	Medium Truck %	Heavy Truck %
Navan Road	4-UAU	30,000	50	92/8	7	5
➤ Data obtained from the City of Ottawa document ENCG						

The subject site is sloping down to the south and at grade with the neighbouring roads within the 100 m radius.

Four (4) levels of reception points were selected for this analysis. The following elevations were selected from assumed building heights.

Floor Number	Elevation at the Centre of the Window (m)	Floor Use	Daytime / Nighttime Analysis
First Floor	1.5	Living Area/Bedroom	Daytime / Nighttime
Fourth Floor	10.5	Living Area/Bedroom	Daytime / Nighttime
Rooftop Terrace	14.5	--	Outdoor Living Area
Outdoor Patio Space	1.5	--	Outdoor Living Area

For this analysis, a reception point was taken at the centre of each floor, at the first floor and top floor. Outdoor living areas – rooftop terraces at all three residential buildings, and a private at-grade patio area at Building B are anticipated at the proposed development. Three receptors (REC 8, REC9, REC 10) were selected in the centre of rooftop terraces, 14.5 m. One receptor (REC 11) was selected in the centre of the private patio space. Reception points are detailed in Drawing PG6556-2 - 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 roadway was analyzed where it intersected the 100 m buffer zone, which is reflected in the local angles described in Paterson Drawings PG6556-3A to 3K - Site Geometry in Appendix 1.

Table 8 - 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 the building facade are considered, as stipulated by the ENGC.

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. The analysis is completed so that no effects of sound reflection off of the building facade are considered, as stipulated by the ENGC.

5.0 Results

Surface Transportation Noise

The primary descriptors are the 16-hour daytime (7:00-23:00) and the 8-hour nighttime (23:00-7:00) equivalent sound levels, $L_{eq(16)}$ and $L_{eq(8)}$ for City roads.

The exterior noise levels due to roadway traffic sources were analyzed with the STAMSON version 5.04 software at all reception points. The input and output data of the STAMSON modelling can be found in Appendix 2, and the summary of the results can be found in Table 7.

Table 7: Exterior Noise Levels due to Roadway Traffic Sources				
Reception Point	Height Above Grade (m)	Receptor Location	Daytime $L_{eq(16)}$ (dBA)	Nighttime $L_{eq(8)}$ (dBA)
REC 1-1	1.5	Building C, East Elevation, 1 st Floor	60	53
REC 1-4	10.5	Building C, East Elevation, 4 th Floor	62	54
REC 2-1	1.5	Building C, South Elevation, 1 st Floor	67	60
REC 2-4	10.5	Building C, South Elevation, 4 th Floor	68	61
REC 3-1	1.5	Building C, West Elevation, 1 st Floor	60	53
REC 3-4	10.5	Building C, West Elevation, 4 th Floor	62	54
REC 4-1	1.5	Building B, South Elevation, 1 st Floor	61	53
REC 4-4	10.5	Building B, South Elevation, 4 th Floor	62	55
REC 5-1	1.5	Building B, West Elevation, 1 st Floor	58	50
REC 5-4	10.5	Building B, West Elevation, 4 th Floor	60	52
REC 6-1	1.5	Building A, South Elevation, 1 st Floor	53	45
REC 6-4	10.5	Building A, South Elevation, 4 th Floor	56	48
REC 7-1	1.5	Building A, West Elevation, 1 st Floor	53	45
REC 7-4	10.5	Building A, West Elevation, 4 th Floor	56	48
REC 8	14.5	Building A, Rooftop Terrace	55	--
REC 9	14.5	Building B, Rooftop Terrace	55	--
REC 10	14.5	Building C, Rooftop Terrace	56	--
REC 11	1.5	Building B, Private Patio Area	54	--

6.0 Discussion and Recommendations

6.1 Outdoor Living Areas

The outdoor living areas for the proposed development consisted of rooftop terraces at all three residential buildings and a private at-grade patio area between Building B and Building C. Four (4) receptor points were selected for the analysis of the outdoor living areas (REC 8 to REC 11). It is assumed that the rooftop terraces and the private amenity space will only be utilized as outdoor living areas provided that the proposed buildings are constructed. Utilizing the exteriors of the proposed buildings as noise barriers, the proposed $Leq(16)$ at the rooftop terraces of Building A and Building B will be 55 dBA and the patio area located between Building B and Building C will be 54 dBA, which are equal or less than the 55 dBA threshold value specified by the ENCG. Therefore, no noise attenuation feature is required. However, the noise level at the rooftop terrace of Building C will be 56 dBA, which slightly exceeds the 55 dBA threshold value specified by the ENCG. This exceedance is acceptable provided that Warning Clause A is included on all deeds of sale. The analysis of the private at-grade patio area located between Building B and Building C resulted in a $Leq(16)$ of 59 dBA, this is greater than the 55 dBA threshold specified by the ENCG. Therefore Warning Clause A is to be included on all deeds of sale.

6.2 Indoor Living Areas and Ventilation

The results of the STAMSON modelling indicate that the noise levels at proposed Building A will go up to 56 dBA during the daytime period (07:00-23:00) and 48 dBA during the nighttime period (23:00-07:00). The noise levels at proposed Building B will go up to 62 dBA during the daytime period (07:00-23:00) and 55 dBA during the nighttime period (23:00-07:00). The noise levels at proposed Building C will go up to 68 dBA during the daytime period (07:00-23:00) and 61 dBA during the nighttime period (23:00-07:00). It is noted that the noise levels at Building A at the first level on the southern and western elevation are below the 55 dBA threshold. Therefore, no noise attenuation feature is required for these areas of Building A. The noise levels on the southern and western elevations of Building B will exceed the limit for the exterior of the pane of glass (55 dBA) specified by the ENCG. It was further noted that the eastern, southern, and western elevations of Building C will exceed the limit for the exterior of the pane of glass (55 dBA) specified by the ENCG. The noise level at the southern elevation of Building C will also exceed the 65 dBA threshold. Therefore, the units on the upper levels of the southern and western elevations of Building A, and the southern and western elevations of Building B should be designed with the provision of a central air conditioning unit, along with the warning clause Type C, as outlined in Table 4. Also, the units on the eastern, southern, and western elevations of Building C should be supplied with a central air conditioning unit, along with the warning clause Type D, as outlined in Table 4.

Building C does exceed the 65 dBA threshold for noise on the southern elevation. Therefore, an analysis of the building materials at Building C will be required. However, at this time the building materials and exterior wall construction details have not been finalized. Therefore, a review of the proposed building materials on the southern elevation will need to be completed.

Proposed Construction Specifications

It is understood that typical window and wall details are proposed for the residential buildings. The effectiveness of the noise insulation can be expressed as the Acoustical Insulation Factor (AIF), calculated as follows:

$$AIF = L_{eq(16)}(Exterior) - L_{eq(16)}(Interior) + 10 \log_{10}(N) + 2 \text{ dBA}$$

Where:

$L_{eq(16)}(Exterior)$ = Calculated value at the window pane

$L_{eq(16)}(Interior)$ = 45 dBA

N = number of components in the room

No floor plans or detailed design drawings were provided for this portion of the review. A conservative approach is to assume that there are 2 components per room. Therefore, the AIF would need to be at least 29 dBA.

A conversion from AIF to a Standard Transmission Class (STC) rating will require knowledge of room dimensions in addition to the wall and window dimensions. However, a conservative approach would be to increase the AIF factor by 3. **Therefore, provided the building materials of either the windows and/or exterior walls have an STC rating of 32 or higher, this would be a sufficient noise attenuation device.**

A review of industry standards for construction material indicates that, provided the exterior cladding of the southern elevation consists of brick or concrete panels and that all windows consist of double pane glass, these materials have an STC rating of greater than 32 and are considered acceptable. If alternative materials are to be utilized on the southern elevation, then a review will need to be completed once design details are finalized.

7.0 Summary of Findings

The subject site at 3317 Navan Road is located in the City of Ottawa, Ontario. It is understood that the proposed development will consist of three (3) four-storey residential buildings (Building A, Building B, Building C). The buildings will rise 13 metres above grade. There is one major source of surface transportation noise in the proposed development: Navan Road.

The Outdoor living areas including rooftop terraces and an outdoor patio area are anticipated at the proposed buildings. Utilizing the exteriors of the proposed residential building as noise barriers, the results of STAMSON modelling indicate that the noise levels at the rooftop terraces of Building A and Building B are expected to be 55 dBA during the daytime period (7:00-23:00), which are equal to the 55 dBA threshold value specified by the ENCG. Therefore, no noise attenuation feature is required for the rooftop terraces at Building A and Building B. However, the noise level at the rooftop terrace of Building C is expected to be 56 dBA during the daytime period, which slightly exceeds the 55 dBA threshold value specified by the ENCG. This exceedance is considered acceptable provided that the warning clause Type A is included on all deeds of sale. The results of the STAMSON modelling for the outdoor patio area identified between Building B and Building C indicate that the noise levels exceeded the 55dBA threshold value specified by the ENCG. This exceedance is considered acceptable provided that warning clause Type A is included on all deeds of sale.

The following warning clause is to be included on all Offers of Purchase and Sale and/or lease agreements, for the rooftop terrace of Building C and the outdoor private patio area.

"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."

Several reception points were selected for the surface transportation noise analysis, consisting of the centre of the first level and the top level. The results of STAMSON modelling indicate that the noise levels at the lower levels of Building A are below the 55 dBA threshold. The results also indicate that noise levels on the southern and western elevations of Building A (upper levels) and Building B and the eastern, southern, and western elevations of Building C are expected to exceed the 55 dBA threshold specified by the ENCG. It is also noted that the noise level on the southern elevation of Building C will exceed 65 dBA.

Therefore, design with the provision for a central air conditioning unit, along with a warning clause Type C, will be required for the units in Building B. Also, the installation of a central air conditioning unit, along with a warning clause Type D, will be required for the units in Building C. A review of industry standards for construction material indicates that, provided the exterior cladding of the southern elevation of Building C consists of brick or concrete panels and that all windows consist of double pane glass, these materials have an STC rating of greater than 30 and are considered acceptable.

The following warning clause is to be included on all Offers of Purchase and Sale and/or lease agreements of units on the upper levels of Building A and Building B:

“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.”

The following warning clauses are to be included on all Offers of Purchase and Sale and/or lease agreements of units in Building C:

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

“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 Renfroe Land Management 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.



Otilia McLaughlin B.Eng.



Stephanie A. Boisvenue, P.Eng.

Report Distribution:

- Renfroe Land Management (email copy)
- Paterson Group (1 copy)

APPENDIX 1

Table 8 - Summary of Reception Points and Geometry

Drawing PG6556-1 - Site Plan

Drawing PG6556-2 - Receptor Location Plan

Drawing PG6556-3 - Site Geometry

Drawing PG6556-3A - Site Geometry (REC 1-1 and REC 1-4)

Drawing PG6556-3B - Site Geometry (REC 2-1 and REC 2-4)

Drawing PG6556-3C - Site Geometry (REC 3-1 and REC 3-4)

Drawing PG6556-3D - Site Geometry (REC 4-1 and REC 4-4)

Drawing PG6556-3E – Site Geometry (REC 5-1 and REC 5-4)

Drawing PG6556-3F - Site Geometry (REC 6-1 and REC 6-4)

Drawing PG6556-3G – Site Geometry (REC 7-1 and REC 7-4)

Drawing PG6556-3H – Site Geometry (REC 8)

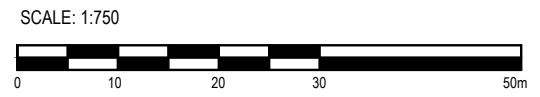
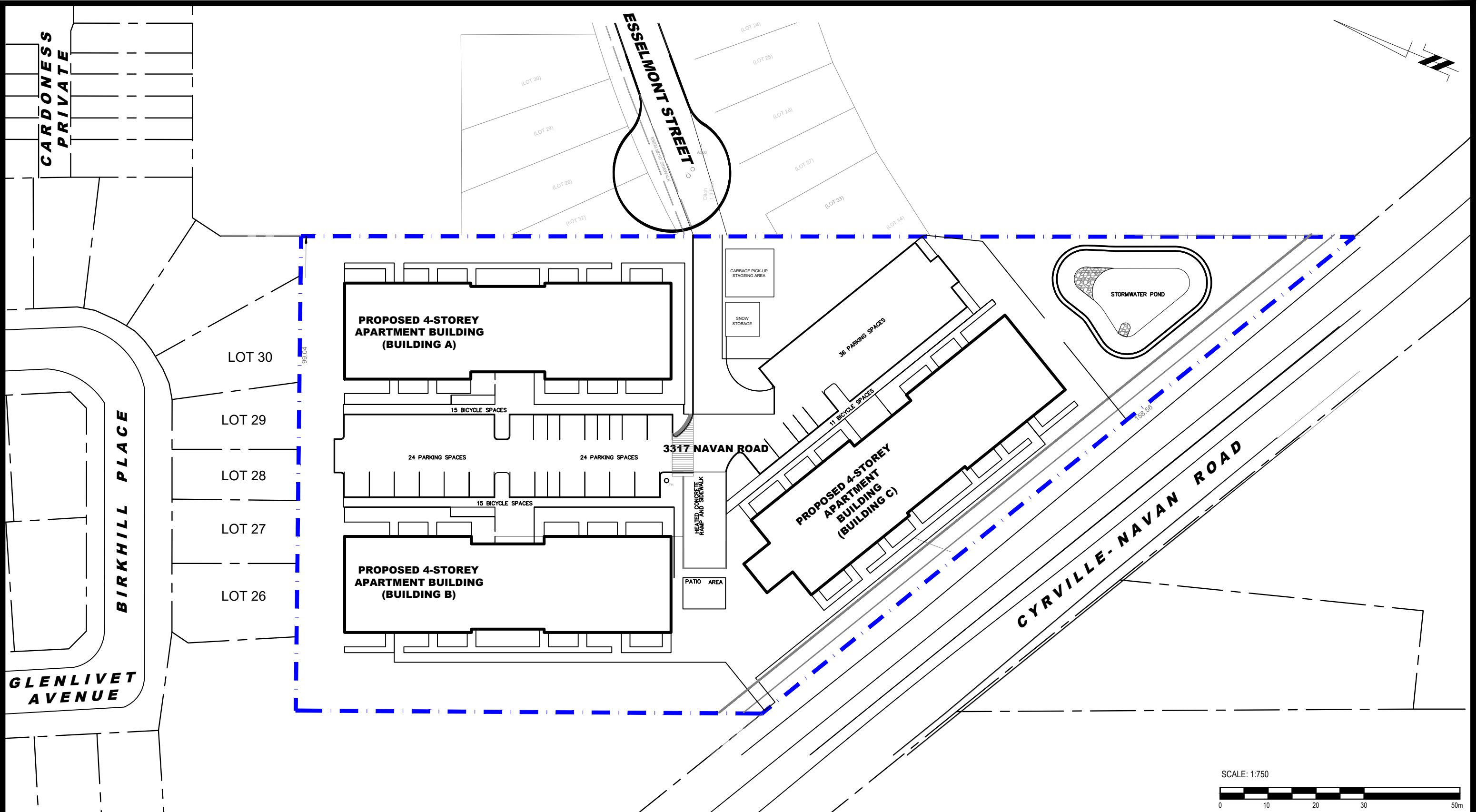
Drawing PG6556-3I – Site Geometry (REC 9)

Drawing PG6556-3J – Site Geometry (REC 10)

Drawing PG6556-3K – Site Geometry (REC 11)

Table 8 - Summary of Reception Points and Geometry Rev.02

3317 Navan Road											
Point of Reception	Location	Leq Day (dBA)	Leq Night (dBA)	Navan Road							
				Horizontal (m)	Vertical (m)	Total (m)	Local Angle (degree)	Number of Rows of Houses	Density (%)	Barrier Height (m)	Barrier Distance (m)
REC 1-1	Building C: East Elevation, 1st Floor	60	53	36	1.5	36.0	-85, 0	n/a	n/a	n/a	n/a
REC 1-4	Building C: East Elevation, 4th Floor	62	54	36	10.5	37.5	-85, 0	n/a	n/a	n/a	n/a
REC 2-1	Building C: South Elevation, 1st Floor	67	60	20	1.5	20.1	-89, 87	n/a	n/a	n/a	n/a
REC 2-4	Building C: South Elevation, 4th Floor	68	61	20	10.5	22.6	-89, 87	n/a	n/a	n/a	n/a
REC 3-1	Building C: West Elevation, 1st Floor	60	53	35	1.5	35.0	0, 83	n/a	n/a	n/a	n/a
REC 3-4	Building C: West Elevation, 4th Floor	62	54	35	10.5	36.5	0, 83	n/a	n/a	n/a	n/a
REC 4-1	Building B: South Elevation, 1st Floor	61	53	43	1.5	43.0	-90, 33	n/a	n/a	n/a	n/a
REC 4-4	Building B: South Elevation, 4th Floor	62	55	43	10.5	44.3	-90, 33	n/a	n/a	n/a	n/a
REC 5-1	Building B: West Elevation, 1st Floor	58	50	65	1.5	65.0	-90, 31	n/a	n/a	n/a	n/a
REC 5-4	Building B: West Elevation, 4th Floor	60	52	65	10.5	65.8	-90, 31	n/a	n/a	n/a	n/a
REC 6-1	Building A: South Elevation, 1st Floor	53	45	100	1.5	100.0	-90, 0	n/a	n/a	n/a	n/a
REC 6-4	Building A: South Elevation, 4th Floor	56	48	100	10.5	100.6	-90, 0	n/a	n/a	n/a	n/a
REC 7-1	Building A: West Elevation, 1st Floor	53	45	120	1.5	120.0	-88, 22	n/a	n/a	n/a	n/a
REC 7-4	Building A: West Elevation, 4th Floor	56	48	120	10.5	120.5	-88, 22	n/a	n/a	n/a	n/a
REC 8	Building A: Rooftop Terrace	55	n/a	120	14.5	120.9	-90, 21	n/a	n/a	n/a	n/a
REC 9	Building B: Rooftop Terrace	55	n/a	50	14.5	52.1	-52, 90	n/a	n/a	n/a	n/a
REC 10	Building C: Rooftop Terrace	56	n/a	30	14.5	33.3	-85, 84	n/a	n/a	n/a	n/a
REC 11	Building B: Private Patio Area	59	n/a	40	1.5	40.0	-90, 34	n/a	n/a	n/a	n/a



NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

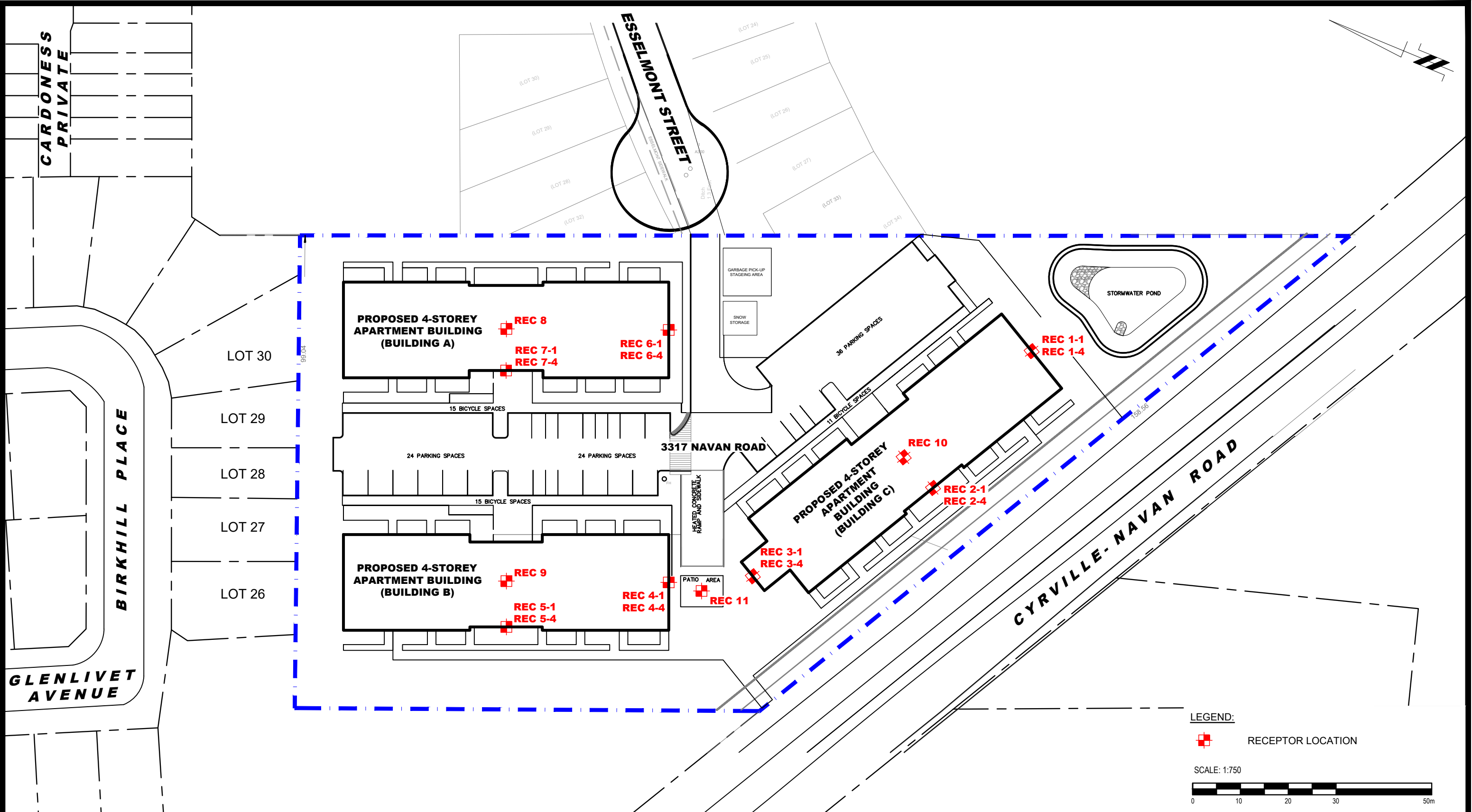
OTTAWA,
Title:

**RENFROE LAND MANAGEMENT
NOISE ATTENUATION STUDY
PROPOSED DEVELOPMENT
3317 NAVAN ROAD**

SITE PLAN

ONTARIO

Scale:	1:750	Date:	06/2023
Drawn by:	YA	Report No.:	PG6556-1
Checked by:	YT	Dwg. No.:	PG6556-1
Approved by:	SB	Revision No.:	2



LEGEND:
 RECEPTOR LOCATION

SCALE: 1:750

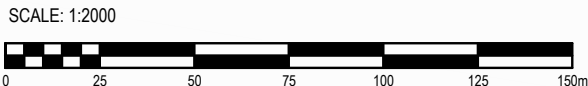
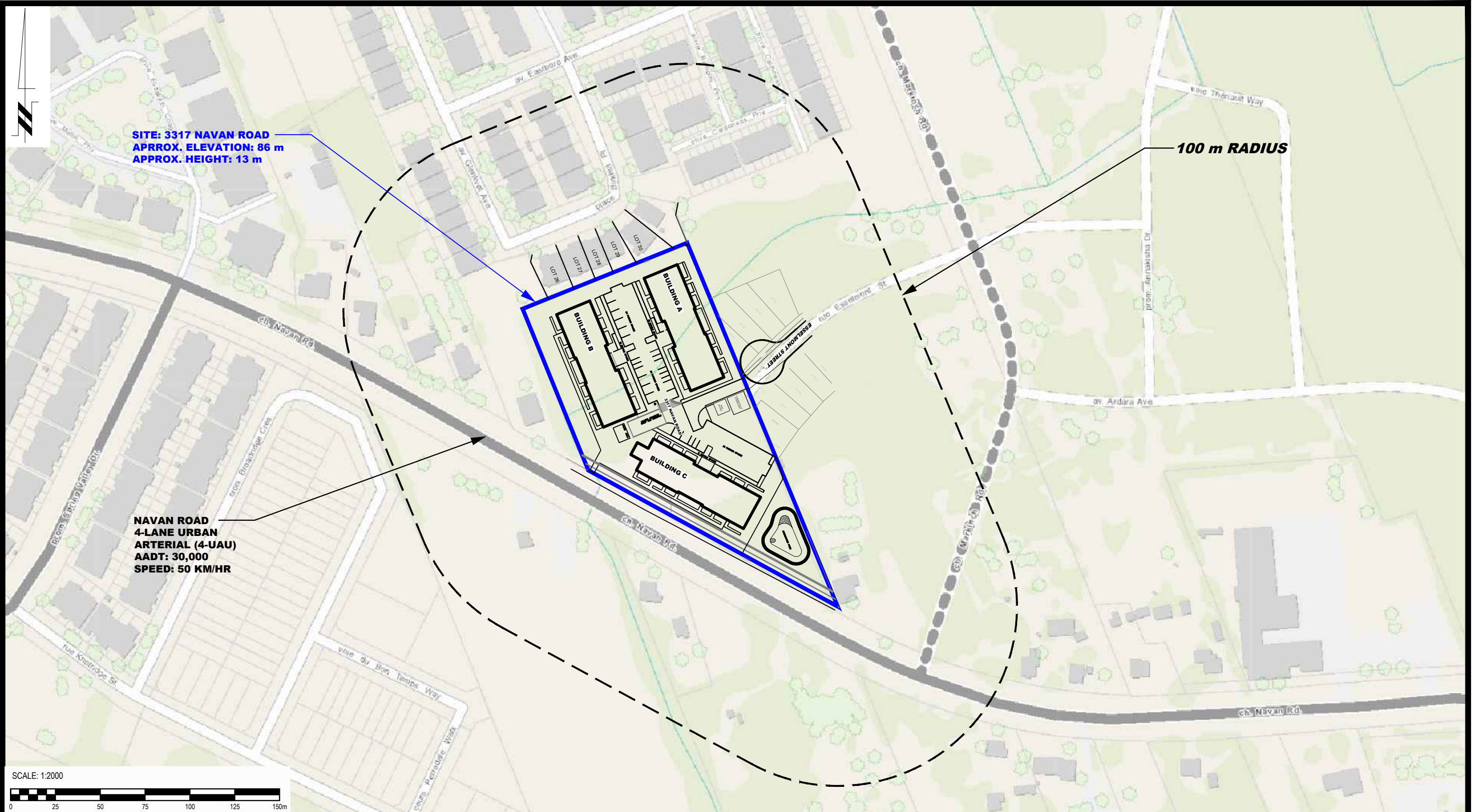
9 AURIGA DRIVE
 OTTAWA, ON
 K2E 7T9
 TEL: (613) 226-7381

NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

RENFROE LAND MANAGEMENT
 NOISE ATTENUATION STUDY
 PROPOSED DEVELOPMENT
 3317 NAVAN ROAD
 OTTAWA, ONTARIO

Title: **RECEPTOR LOCATION PLAN**

Scale:	1:750	Date:	06/2023
Drawn by:	YA	Report No.:	PG6556-1
Checked by:	YT	Dwg. No.:	PG6556-2
Approved by:	SB	Revision No.:	2



9 AURIGA DRIVE
OTTAWA, ON
K2E 7T9
TEL: (613) 226-7381

NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

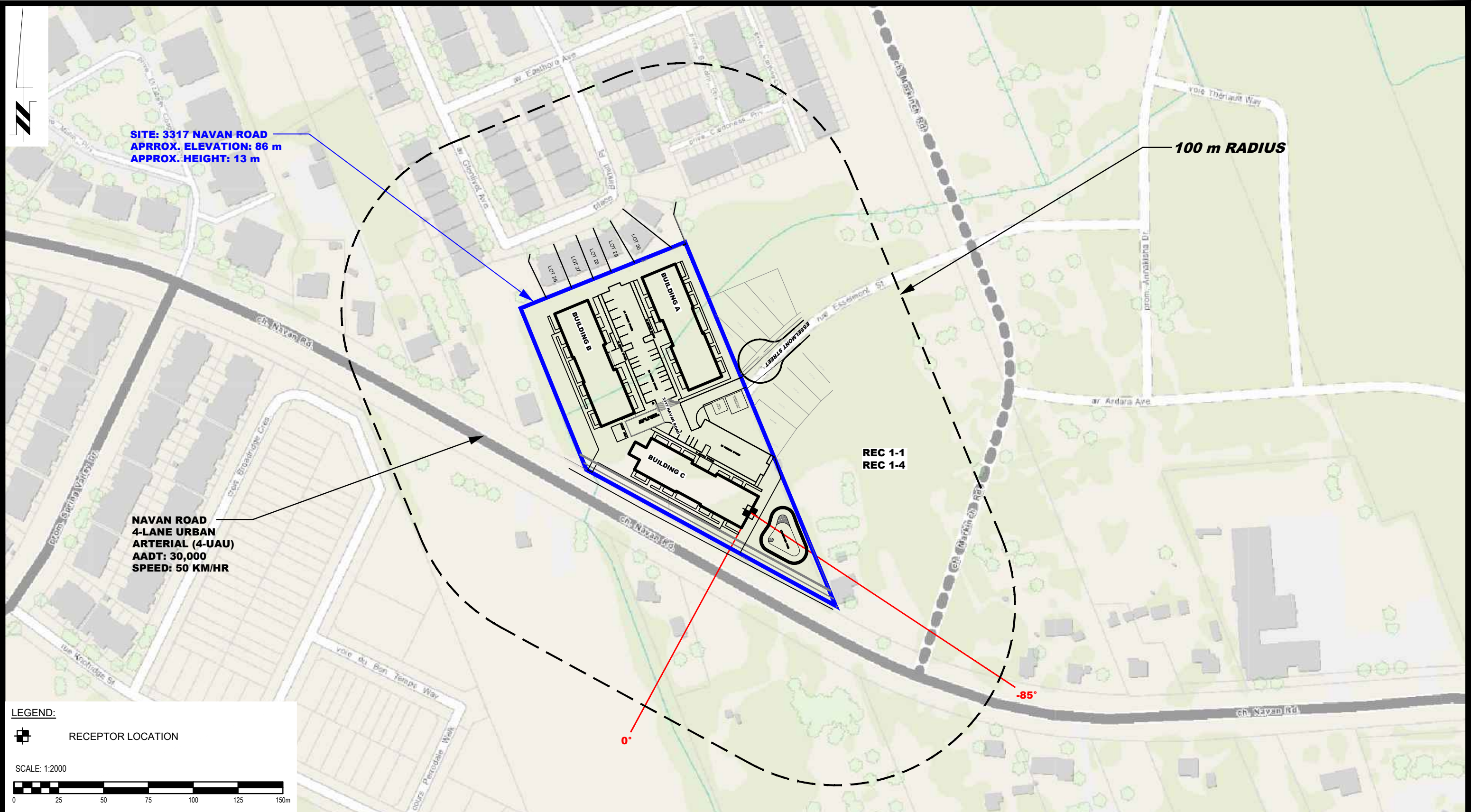
OTTAWA,
Title:

RENFROE LAND MANAGEMENT
NOISE ATTENUATION STUDY
PROPOSED DEVELOPMENT
3317 NAVAN ROAD

ONTARIO

SITE GEOMETRY

Scale:	1:2000	Date:	06/2023
Drawn by:	YA	Report No.:	PG6556-1
Checked by:	YT	Dwg. No.:	PG6556-3
Approved by:	SB	Revision No.:	2



LEGEND:

RECEPTOR LOCATION

SCALE: 1:2000

PATERSON GROUP
 9 AURIGA DRIVE
 OTTAWA, ON
 K2E 7T9
 TEL: (613) 226-7381

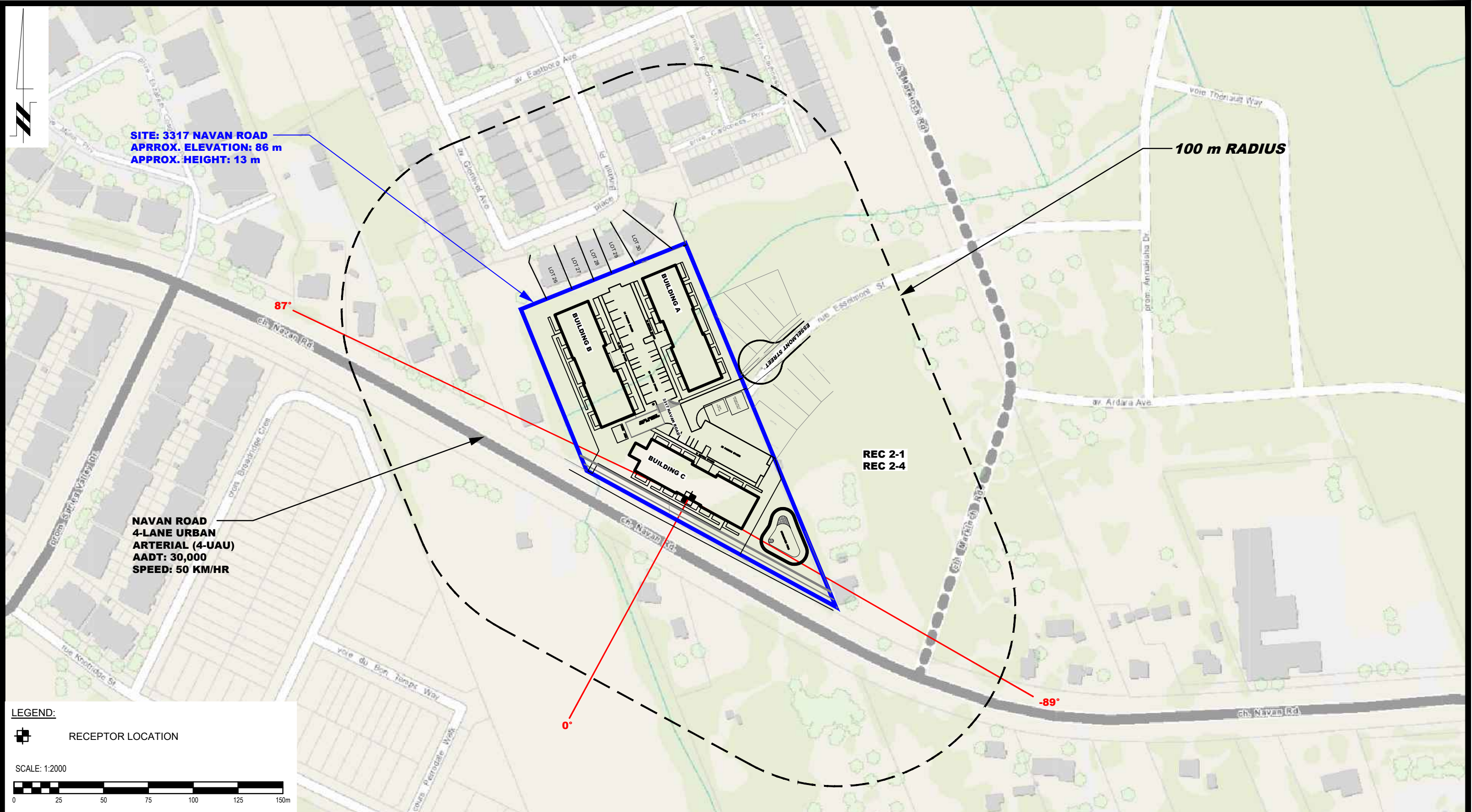
NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

RENFROE LAND MANAGEMENT
 NOISE ATTENUATION STUDY
 PROPOSED DEVELOPMENT
 3317 NAVAN ROAD

OTTAWA, ONTARIO

Title: **SITE GEOMETRY - REC 1-1 AND REC 1-4**

Scale:	1:2000	Date:	06/2023
Drawn by:	YA	Report No.:	PG6556-1
Checked by:	YT	Dwg. No.:	PG6556-3A
Approved by:	SB	Revision No.:	2



LEGEND:

RECEPTOR LOCATION

SCALE: 1:2000



9 AURIGA DRIVE
OTTAWA, ON
K2E 7T9
TEL: (613) 226-7381

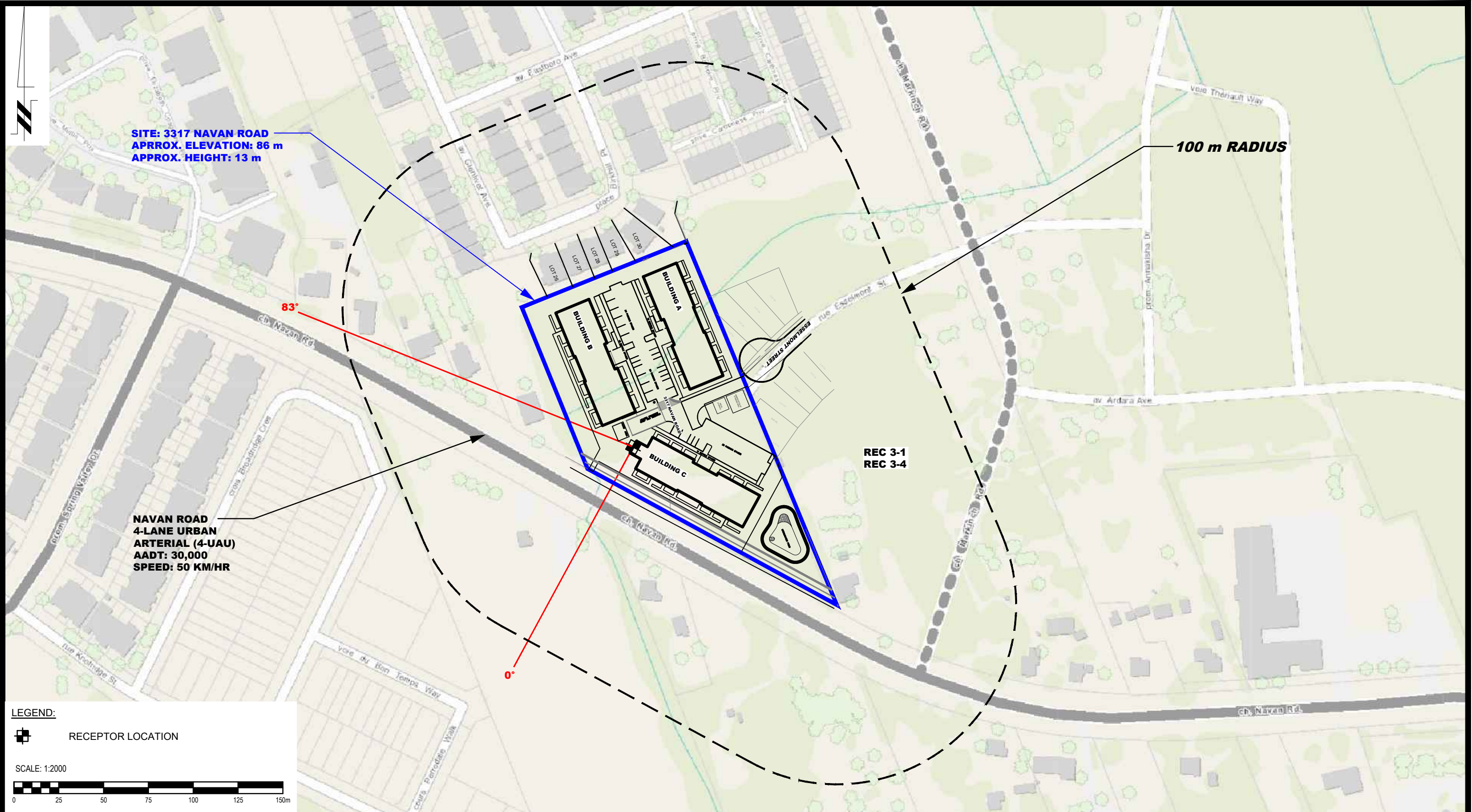
NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

OTTAWA,
Title:

RENFROE LAND MANAGEMENT
NOISE ATTENUATION STUDY
PROPOSED DEVELOPMENT
3317 NAVAN ROAD
ONTARIO
SITE GEOMETRY - REC 2-1 AND REC 2-4

Scale: 1:2000
Drawn by: YA
Checked by: YT
Approved by: SB

Date: 06/2023
Report No.: PG6556-1
Dwg. No.: **PG6556-3B**
Revision No.: 2



LEGEND:

RECEPTOR LOCATION

SCALE: 1:2000

PATERSON GROUP
 9 AURIGA DRIVE
 OTTAWA, ON
 K2E 7T9
 TEL: (613) 226-7381

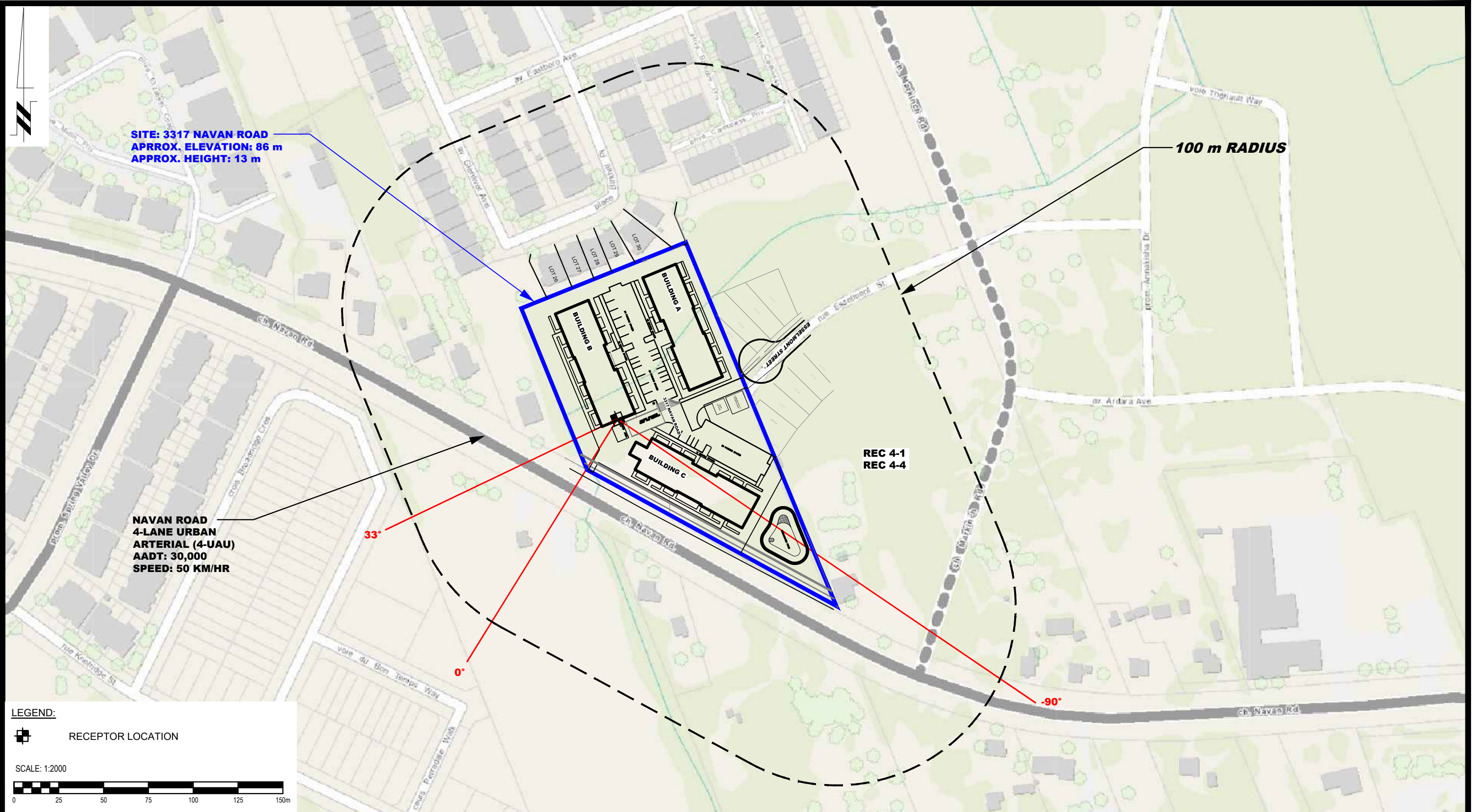
NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

RENFROE LAND MANAGEMENT
NOISE ATTENUATION STUDY
PROPOSED DEVELOPMENT
3317 NAVAN ROAD

OTTAWA, ONTARIO

Title: **SITE GEOMETRY - REC 3-1 AND REC 3-4**

Scale:	1:2000	Date:	06/2023
Drawn by:	YA	Report No.:	PG6556-1
Checked by:	YT	Dwg. No.:	PG6556-3C
Approved by:	SB	Revision No.:	2



LEGEND:

RECEPTOR LOCATION

SCALE: 1:2000



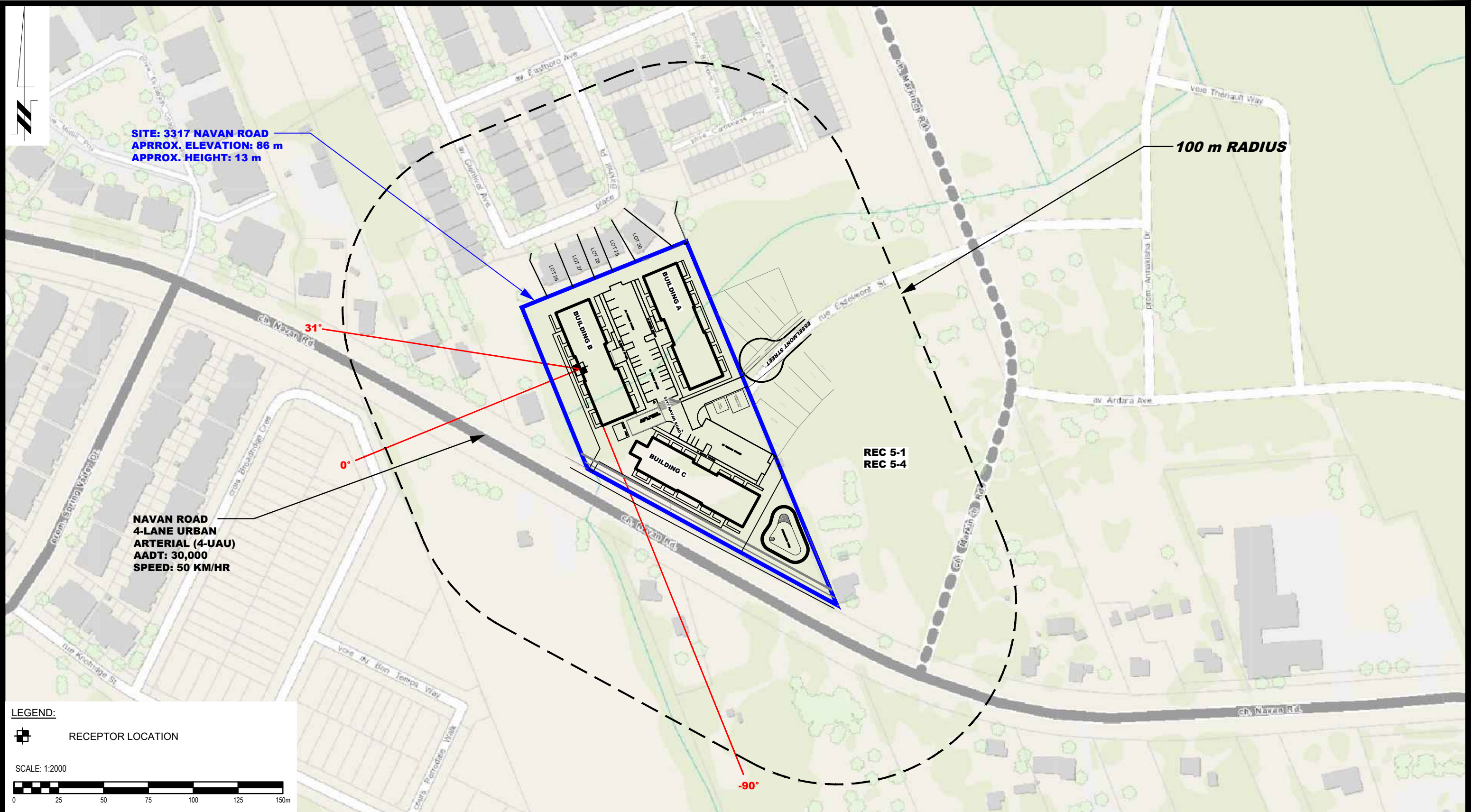
9 AURIGA DRIVE
 OTTAWA, ON
 K2E 7T9
 TEL: (613) 226-7381

NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

OTTAWA,
 Title:

RENFROE LAND MANAGEMENT
NOISE ATTENUATION STUDY
PROPOSED DEVELOPMENT
3317 NAVAN ROAD
ONTARIO
SITE GEOMETRY - REC 4-1 AND REC 4-4

Scale:	1:2000	Date:	06/2023
Drawn by:	YA	Report No.:	PG6556-1
Checked by:	YT	Dwg. No.:	PG6556-3D
Approved by:	SB	Revision No.:	2



LEGEND:

 RECEPTOR LOCATION

SCALE: 1:2000



9 AURIGA DRIVE
 OTTAWA, ON
 K2E 7T9
 TEL: (613) 226-7381

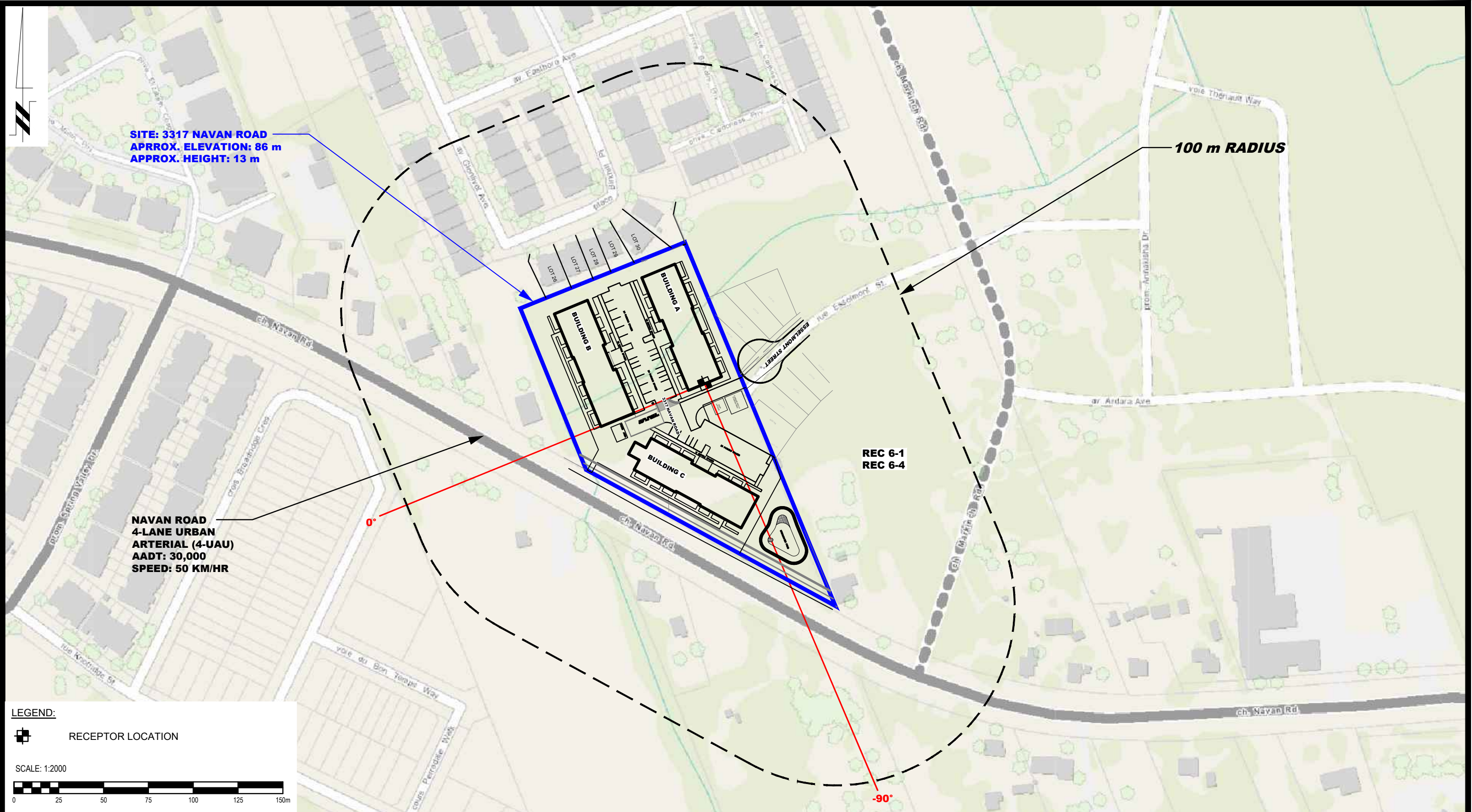
NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

OTTAWA,
 Title:

RENFROE LAND MANAGEMENT
NOISE ATTENUATION STUDY
PROPOSED DEVELOPMENT
3317 NAVAN ROAD
ONTARIO
SITE GEOMETRY - REC 5-1 AND REC 5-4

Scale: 1:2000
 Drawn by: YA
 Checked by: YT
 Approved by: SB

Date: 06/2023
 Report No.: PG6556-1
 Dwg. No.: **PG6556-3E**
 Revision No.: 2



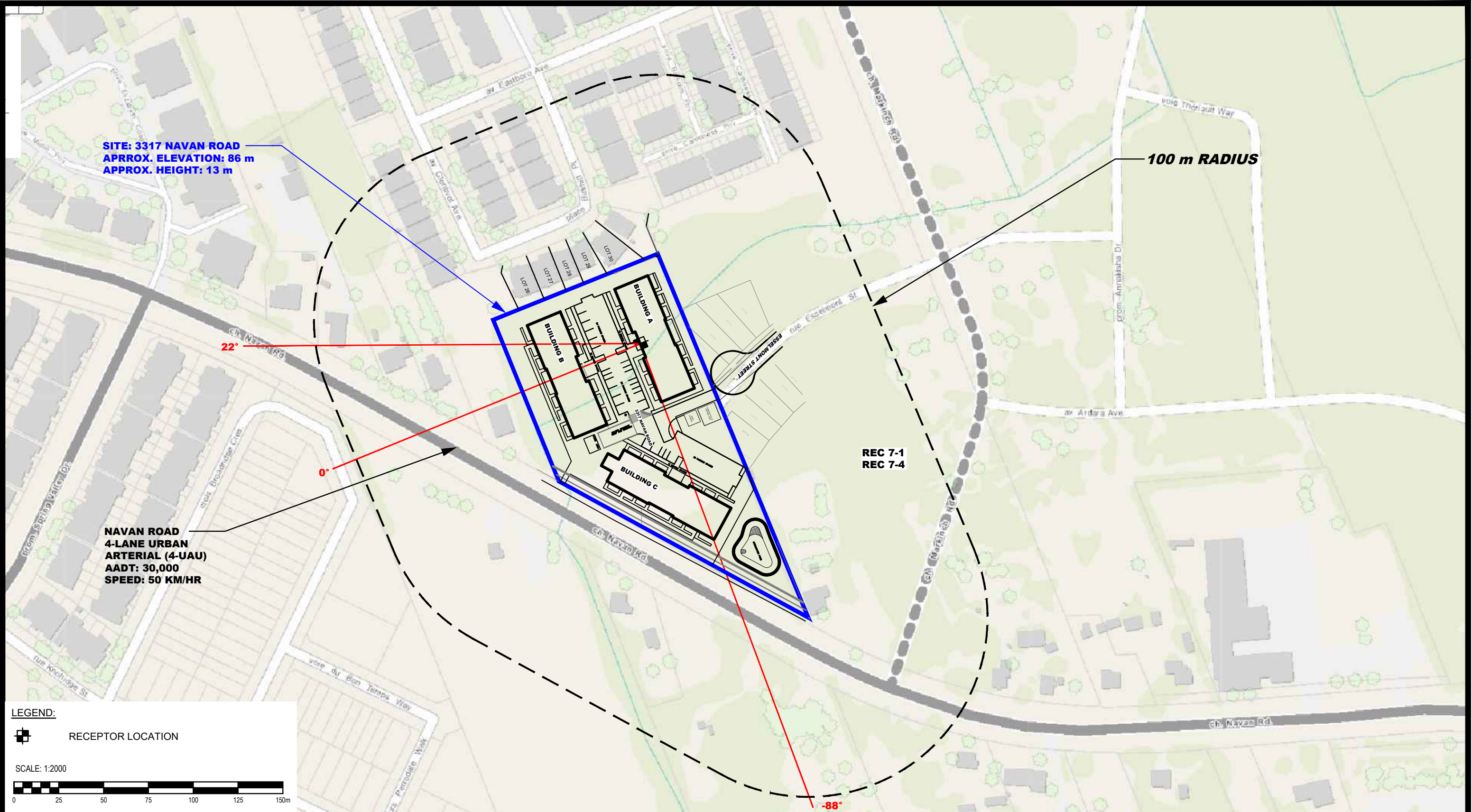
NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

RENFROE LAND MANAGEMENT
NOISE ATTENUATION STUDY
PROPOSED DEVELOPMENT
3317 NAVAN ROAD

OTTAWA, ONTARIO

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

Scale:	1:2000	Date:	06/2023
Drawn by:	YA	Report No.:	PG6556-1
Checked by:	YT	Dwg. No.:	PG6556-3F
Approved by:	SB	Revision No.:	2



LEGEND:

 RECEPTOR LOCATION

SCALE: 1:2000



9 AURIGA DRIVE
 OTTAWA, ON
 K2E 7T9
 TEL: (613) 226-7381

NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

OTTAWA,
 Title:

RENFROE LAND MANAGEMENT
NOISE ATTENUATION STUDY
PROPOSED DEVELOPMENT
3317 NAVAN ROAD
ONTARIO
SITE GEOMETRY - REC 7-1 AND REC 7-4

Scale: 1:2000

Date: 06/2023

Drawn by: YA

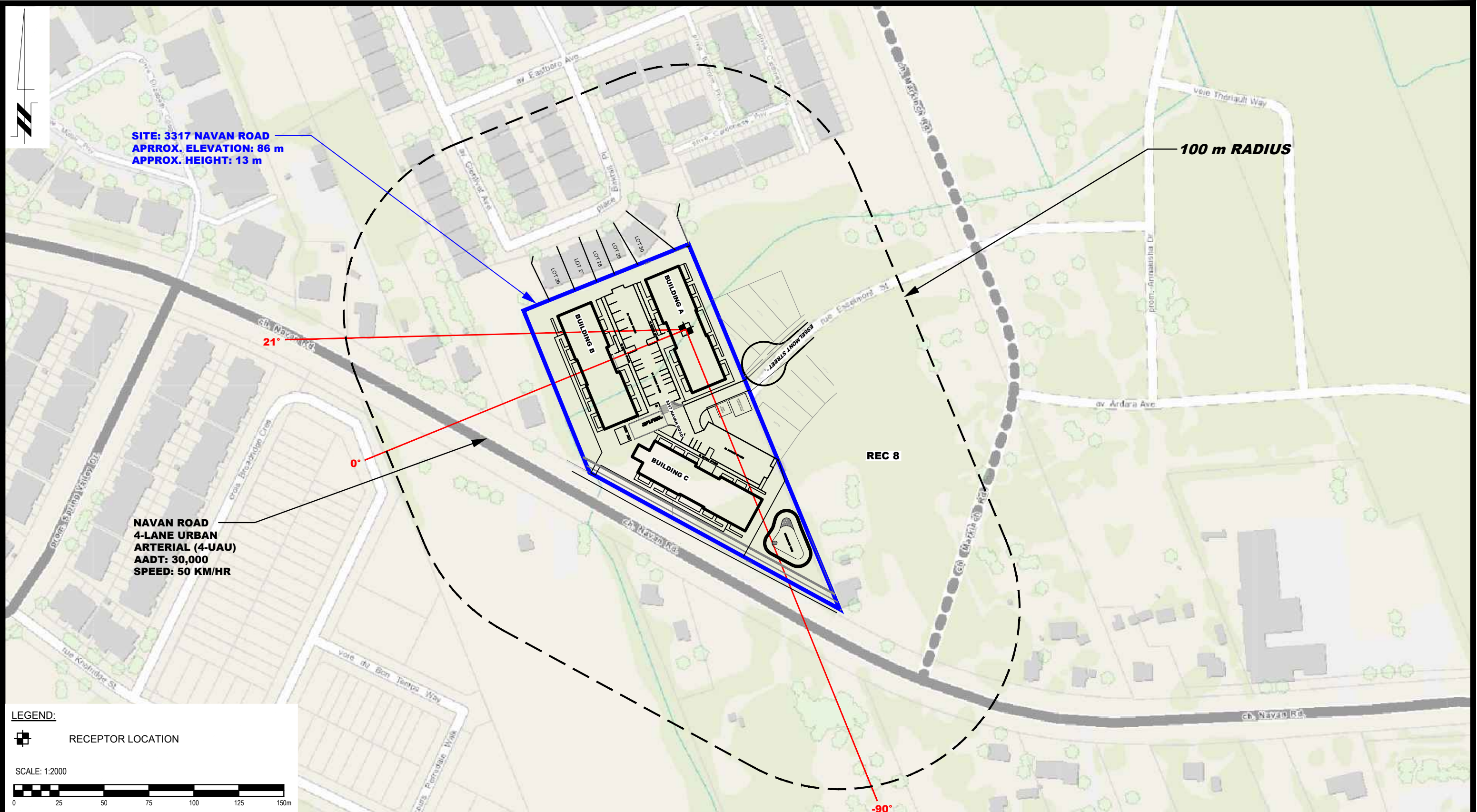
Report No.: PG6556-1

Checked by: YT

Dwg. No.: **PG6556-3G**

Approved by: SB

Revision No.: 2



SITE: 3317 NAVAN ROAD
APPROX. ELEVATION: 86 m
APPROX. HEIGHT: 13 m

100 m RADIUS

NAVAN ROAD
4-LANE URBAN
ARTERIAL (4-UAU)
AADT: 30,000
SPEED: 50 KM/HR

REC 8

LEGEND:

RECEPTOR LOCATION

SCALE: 1:2000

PATERSON GROUP
 9 AURIGA DRIVE
 OTTAWA, ON
 K2E 7T9
 TEL: (613) 226-7381

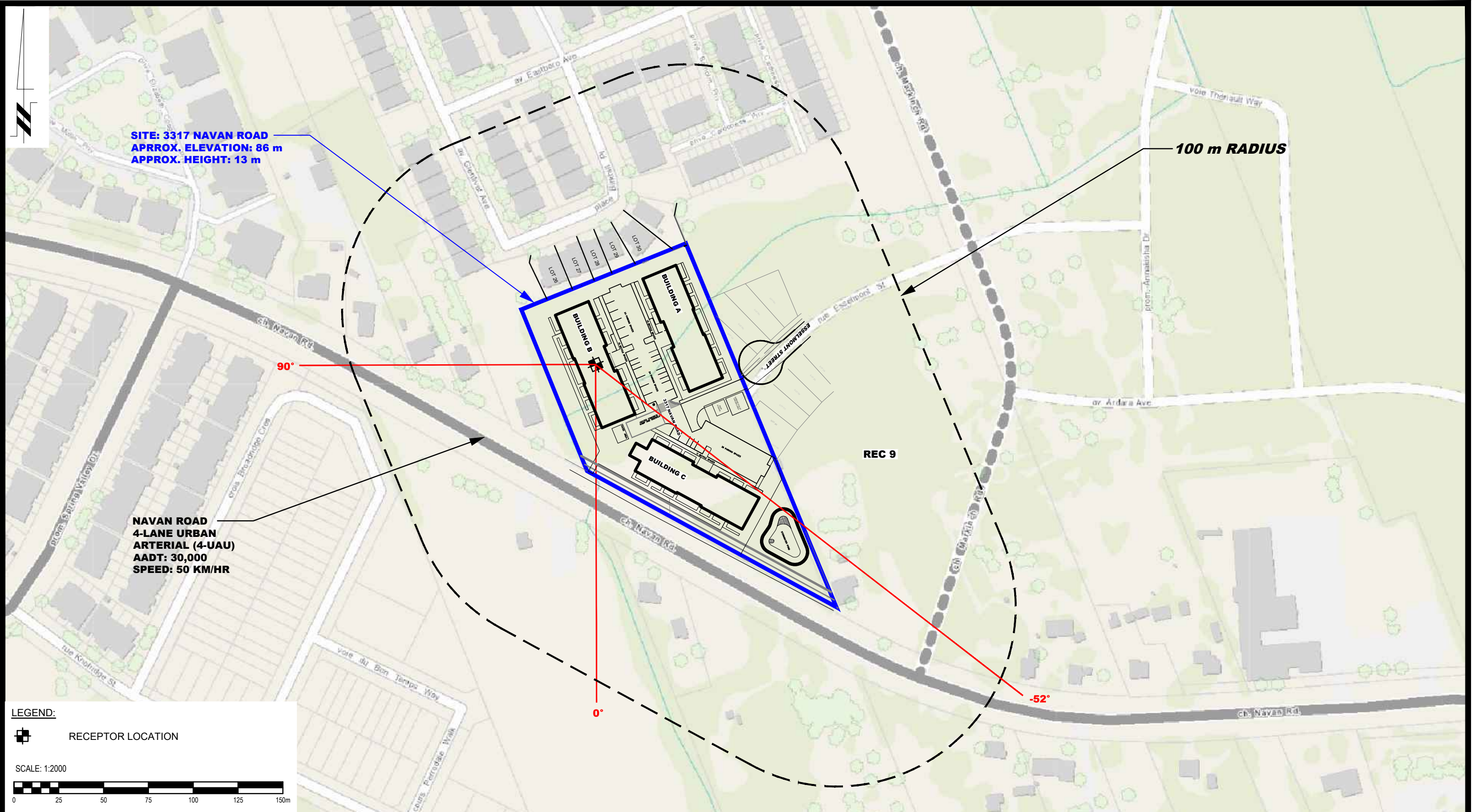
NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

RENFROE LAND MANAGEMENT
NOISE ATTENUATION STUDY
PROPOSED DEVELOPMENT
3317 NAVAN ROAD

OTTAWA, ONTARIO

Title: **SITE GEOMETRY - REC 8**

Scale:	1:2000	Date:	06/2023
Drawn by:	YA	Report No.:	PG6556-1
Checked by:	YT	Dwg. No.:	PG6556-3H
Approved by:	SB	Revision No.:	2



LEGEND:

RECEPTOR LOCATION

SCALE: 1:2000

PATERSON GROUP

9 AURIGA DRIVE
 OTTAWA, ON
 K2E 7T9
 TEL: (613) 226-7381

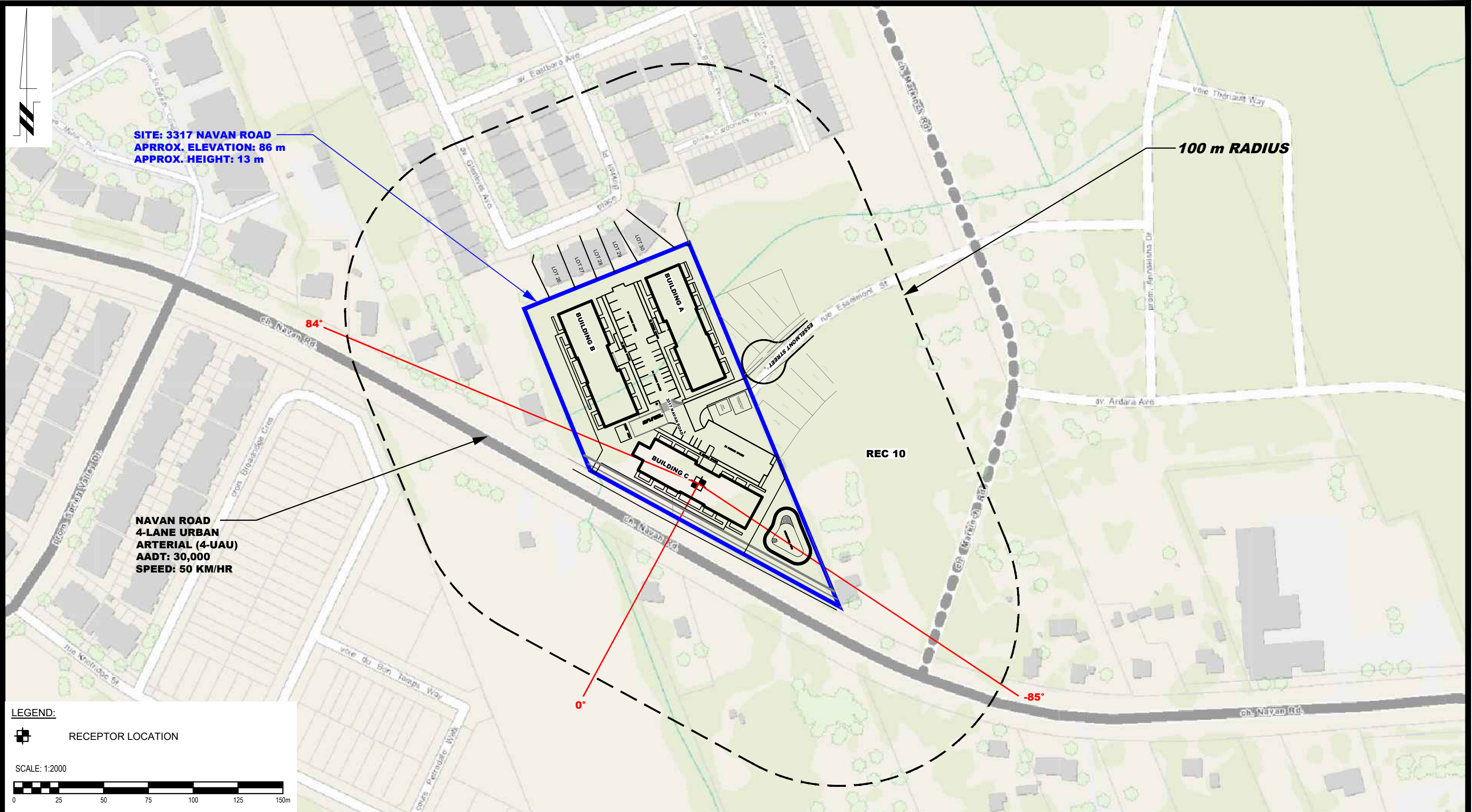
NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

RENFROE LAND MANAGEMENT
NOISE ATTENUATION STUDY
PROPOSED DEVELOPMENT
3317 NAVAN ROAD

OTTAWA, ONTARIO

Title: **SITE GEOMETRY - REC 9**

Scale:	1:2000	Date:	06/2023
Drawn by:	YA	Report No.:	PG6556-1
Checked by:	YT	Dwg. No.:	PG6556-31
Approved by:	SB	Revision No.:	2



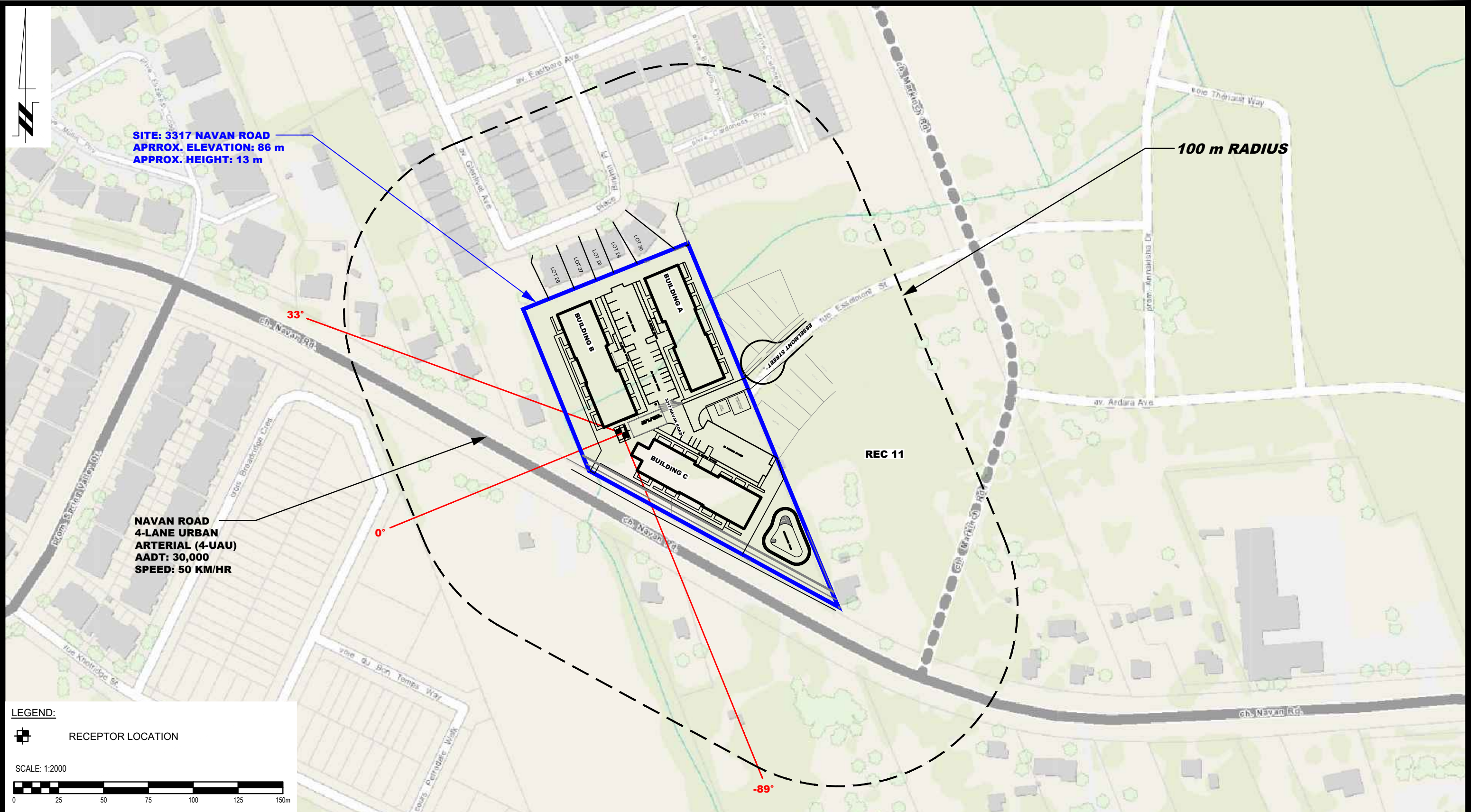
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2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

RENFROE LAND MANAGEMENT
NOISE ATTENUATION STUDY
PROPOSED DEVELOPMENT
3317 NAVAN ROAD

OTTAWA, ONTARIO

Title: SITE GEOMETRY - REC 10

Scale:	1:2000	Date:	06/2023
Drawn by:	YA	Report No.:	PG6556-1
Checked by:	YT	Dwg. No.:	PG6556-3J
Approved by:	SB	Revision No.:	2



SITE: 3317 NAVAN ROAD
APPROX. ELEVATION: 86 m
APPROX. HEIGHT: 13 m

100 m RADIUS

NAVAN ROAD
4-LANE URBAN
ARTERIAL (4-UAU)
AADT: 30,000
SPEED: 50 KM/HR

LEGEND:

RECEPTOR LOCATION

SCALE: 1:2000

9 AURIGA DRIVE
 OTTAWA, ON
 K2E 7T9
 TEL: (613) 226-7381

NO.	REVISIONS	DATE	INITIAL
2	UPDATED TO NEW CONCEPTUAL PLAN	22/01/2024	OM
1	UPDATED TO NEW CONCEPTUAL PLAN	20/10/2023	YT

RENFROE LAND MANAGEMENT
NOISE ATTENUATION STUDY
PROPOSED DEVELOPMENT
3317 NAVAN ROAD

OTTAWA, ONTARIO

Title: **SITE GEOMETRY - REC 11**

Scale:	1:2000	Date:	06/2023
Drawn by:	YA	Report No.:	PG6556-1
Checked by:	YT	Dwg. No.:	PG6556-3K
Approved by:	SB	Revision No.:	2

APPENDIX 2

STAMSON RESULTS

Filename: REC11.te Time Period: Day/Night 16/8 hours
 Description: REC 1-1 Building C East Elevation

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : -85.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 36.00 / 36.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	60.67	! 60.67
	Total		60.67 dBA

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	53.07	! 53.07
	Total		53.07 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 60.67
(NIGHT): 53.07

↑

↑

Filename: rec14.te Time Period: Day/Night 16/8 hours
 Description: REC 1-4 Building C East Elevation

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : -85.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 36.00 / 36.00 m
 Receiver height : 10.50 / 10.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Result summary (day)

	! source !	Road	Total
	! height !	Leq	Leq
	! (m) !	(dBA)	(dBA)
1.Navan	! 1.50 !	62.15	62.15
	Total		62.15 dBA

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	54.55	! 54.55
	Total		54.55 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 62.15
 (NIGHT): 54.55

↑

↑

Filename: rec21.te Time Period: Day/Night 16/8 hours
 Description: REC 2-1 Building C South Elevation

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : -89.00 deg 87.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 20.00 / 20.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	67.95	! 67.95
	Total		67.95 dBA

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	60.35	! 60.35
	Total		60.35 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 67.95
(NIGHT): 60.35

↑

↑

Filename: REC24.te Time Period: Day/Night 16/8 hours
 Description: REC 2-4 Building C South Elevation

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : -89.00 deg 87.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 20.00 / 20.00 m
 Receiver height : 10.50 / 10.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	68.77	! 68.77
	Total		68.77 dBA

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	61.17	! 61.17
	Total		61.17 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 68.77
 (NIGHT): 61.17

↑

↑

Filename: REC31.te Time Period: Day/Night 16/8 hours
 Description: REC 3-1 Building C West Elevation

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : 0.00 deg 83.00 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 : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	60.84	! 60.84
	Total		60.84 dBA

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	53.25	! 53.25
	Total		53.25 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 60.84
(NIGHT): 53.25

↑

↑

Filename: rec34.te Time Period: Day/Night 16/8 hours
 Description: REC 3-4 Building C West Elevation

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : 0.00 deg 83.00 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 : 10.50 / 10.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Result summary (day)

	! source !	Road	Total
	! height !	Leq	Leq
	! (m) !	(dBA)	(dBA)
1.Navan	! 1.50 !	62.27	62.27
	Total		62.27 dBA

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	54.67	! 54.67
	Total		54.67 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 62.27
(NIGHT): 54.67

↑

↑

Filename: rec41.te Time Period: Day/Night 16/8 hours
 Description: REC 4-1 Building B South Elevation

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : -90.00 deg 33.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 43.00 / 43.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Result summary (day)

	! source !	Road	Total
	! height !	Leq	Leq
	! (m) !	(dBA)	(dBA)
1.Navan	! 1.50 !	61.17	61.17
	Total		61.17 dBA

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	53.58	! 53.58
	Total		53.58 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 61.17
(NIGHT): 53.58

↑

↑

Filename: rec44.te Time Period: Day/Night 16/8 hours
 Description: REC 4-4 Building B South Elevation

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

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

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

```
24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 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: Navan (day/night)

```
-----
Angle1  Angle2      : -90.00 deg   33.00 deg
Wood depth          : 0             (No woods.)
No of house rows   : 0 / 0
Surface            : 1             (Absorptive ground surface)
Receiver source distance : 43.00 / 43.00 m
Receiver height     : 10.50 / 10.50 m
Topography         : 1             (Flat/gentle slope; no barrier)
Reference angle    : 0.00
```

↑
 Result summary (day)

```
-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----
1.Navan ! 1.50 ! 62.77 ! 62.77
-----+-----+-----
Total                      62.77 dBA
```

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	55.17	! 55.17
	Total		55.17 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 62.77
(NIGHT): 55.17

↑

↑

Filename: rec51.te Time Period: Day/Night 16/8 hours
 Description: REC 5-1 Building B West Elevation

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : -90.00 deg 31.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 65.00 / 65.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Result summary (day)

	! source !	Road	Total
	! height !	Leq	Leq
	! (m) !	(dBA)	(dBA)
1.Navan	! 1.50 !	58.11	58.11
	Total		58.11 dBA

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	50.52	! 50.52
	Total		50.52 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 58.11
(NIGHT): 50.52

↑

↑

Filename: REC54.te Time Period: Day/Night 16/8 hours
 Description: REC 5-4 Building B West Elevation

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : -90.00 deg 31.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 65.00 / 65.00 m
 Receiver height : 10.50 / 10.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Result summary (day)

	! source !	Road	Total
	! height !	Leq	Leq
	! (m) !	(dBA)	(dBA)
1.Navan	! 1.50 !	60.19	60.19
	Total		60.19 dBA

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	52.60	! 52.60
	Total		52.60 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 60.19
(NIGHT): 52.60

↑

↑

Filename: REC61.te Time Period: Day/Night 16/8 hours
 Description: REC 6-1 Building A South Elevation

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 100.00 / 100.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Result summary (day)

	! source !	Road !	Total !
	! height !	Leq !	Leq !
	! (m) !	(dBA) !	(dBA) !
1.Navan	! 1.50 !	53.35 !	53.35
	Total		53.35 dBA

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	45.75	! 45.75
	Total		45.75 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 53.35
(NIGHT): 45.75

↑

↑

Filename: REC64.te Time Period: Day/Night 16/8 hours
 Description: REC 6-4 Building A South Elevation

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

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

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

```
24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 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: Navan (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 100.00 m
Receiver height : 10.50 / 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

↑
 Result summary (day)

```
-----
```

	! source !	Road !	Total !
	! height !	Leq !	Leq !
	! (m) !	(dBA) !	(dBA) !
1.Navan	! 1.50 !	56.07 !	56.07
	Total		56.07 dBA

```
-----
```

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	48.47	! 48.47
	Total		48.47 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 56.07
(NIGHT): 48.47

↑

↑

Filename: REC71.te Time Period: Day/Night 16/8 hours
 Description: REC 7-1 Building A West Elevation

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : -88.00 deg 22.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 120.00 / 120.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	53.28	! 53.28
	Total		53.28 dBA

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	45.69	! 45.69
	Total		45.69 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 53.28
(NIGHT): 45.69

↑

↑

Filename: REC74.te Time Period: Day/Night 16/8 hours
 Description: REC 7-4 Building A West Elevation

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : -88.00 deg 22.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 120.00 / 120.00 m
 Receiver height : 10.50 / 10.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	56.09	! 56.09
	Total		56.09 dBA

↑
 Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Navan	! 1.50 !	48.50	! 48.50
	Total		48.50 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 56.09
(NIGHT): 48.50

↑

↑

Filename: REC8.te Time Period: Day/Night 16/8 hours
Description: REC 8 Building A Rooftop Terrace

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 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: Navan (day/night)

Angle1 Angle2 : -90.00 deg 21.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 120.00 / 120.00 m
Receiver height : 14.50 / 14.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 21.00 deg
Barrier height : 13.00 m
Barrier receiver distance : 15.00 / 15.00 m
Source elevation : 86.00 m
Receiver elevation : 86.00 m
Barrier elevation : 86.00 m
Reference angle : 0.00

↑
Results segment # 1: Navan (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	14.50	12.87	98.87

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	21	0.00	71.49	0.00	-9.03	-2.10	0.00	0.00	-5.02	55.34

Segment Leq : 55.34 dBA

Total Leq All Segments: 55.34 dBA

↑

Results segment # 1: Navan (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	14.50	12.87	98.87

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	21	0.00	63.89	0.00	-9.03	-2.10	0.00	0.00	-5.02	47.74

Segment Leq : 47.74 dBA

Total Leq All Segments: 47.74 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 55.34
(NIGHT): 47.74

↑

↑

Filename: REC9.te Time Period: Day/Night 16/8 hours
Description: REC 9 Building B Rooftop Terrace

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 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: Navan (day/night)

Angle1 Angle2 : -52.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 50.00 / 50.00 m
Receiver height : 14.50 / 14.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -52.00 deg Angle2 : 90.00 deg
Barrier height : 13.00 m
Barrier receiver distance: 15.00 / 15.00 m
Source elevation : 86.00 m
Receiver elevation : 86.00 m
Barrier elevation : 86.00 m
Reference angle : 0.00

↑
Results segment # 1: Navan (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	14.50	10.60	96.60

ROAD (0.00 + 55.17 + 0.00) = 55.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-52	90	0.00	71.49	0.00	-5.23	-1.03	0.00	0.00	-10.06	55.17

Segment Leq : 55.17 dBA

Total Leq All Segments: 55.17 dBA

↑

Results segment # 1: Navan (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	14.50	10.60	96.60

ROAD (0.00 + 47.57 + 0.00) = 47.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-52	90	0.00	63.89	0.00	-5.23	-1.03	0.00	0.00	-10.06	47.57

Segment Leq : 47.57 dBA

Total Leq All Segments: 47.57 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 55.17
(NIGHT): 47.57

↑

↑

Filename: REC10.te Time Period: Day/Night 16/8 hours
Description: REC 10 Building C Rooftop Terrace

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 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: Navan (day/night)

Angle1 Angle2 : -85.00 deg 84.00 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 : 14.50 / 14.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -85.00 deg Angle2 : 84.00 deg
Barrier height : 13.00 m
Barrier receiver distance: 10.00 / 10.00 m
Source elevation : 86.00 m
Receiver elevation : 86.00 m
Barrier elevation : 86.00 m
Reference angle : 0.00

↑
Results segment # 1: Navan (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	14.50	10.17	96.17

ROAD (0.00 + 56.18 + 0.00) = 56.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-85	84	0.00	71.49	0.00	-3.01	-0.27	0.00	0.00	-12.02	56.18

Segment Leq : 56.18 dBA

Total Leq All Segments: 56.18 dBA

↑

Results segment # 1: Navan (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	14.50	10.17	96.17

ROAD (0.00 + 48.59 + 0.00) = 48.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-85	84	0.00	63.89	0.00	-3.01	-0.27	0.00	0.00	-12.02	48.59

Segment Leq : 48.59 dBA

Total Leq All Segments: 48.59 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 56.18
(NIGHT): 48.59

↑

↑

Filename: REC11tr.te Time Period: Day/Night 16/8 hours
 Description: REC 11 Terrace

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

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

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

24 hr Traffic Volume (AADT or SADT): 30000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 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: Navan (day/night)

 Angle1 Angle2 : -89.00 deg 33.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 1 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 45.00 / 45.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

↑
 Results segment # 1: Navan (day)

 Source height = 1.50 m

ROAD (0.00 + 59.94 + 0.00) = 59.94 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -89 33 0.66 71.49 0.00 -7.92 -2.73 0.00 -0.90 0.00 59.94

Segment Leq : 59.94 dBA

Total Leq All Segments: 59.94 dBA

↑
 Results segment # 1: Navan (night)

Source height = 1.50 m

ROAD (0.00 + 53.25 + 0.00) = 53.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-89	33	0.66	63.89	0.00	-7.92	-2.73	0.00	0.00	0.00	53.25

Segment Leq : 53.25 dBA

Total Leq All Segments: 53.25 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 59.94
(NIGHT): 53.25

↑

↑