REPORT
Project: 147743-6.04.01

ENVIRONMENTAL NOISE IMPACT ASSESSMENT
4816 BANK STREET
CITY OF OTTAWA

Prepared for Phoenix Homes
by Arcadis

May 2025

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1 INTRODUCTION

This report has been prepared to determine transportation-related noise impacts for the residential development, located at 4816 Bank Street within the Leitrim Community of Ottawa, Ontario. The report analyses the expected noise levels within the development and recommends any warning clauses and associated noise abatement measures required in the Agreement of Purchase and Sale of each dwelling unit.

The proposed development consists of 124 Back-to-Back Terrace Homes, 24 Back-to-Back Townhomes and 72 Stacked Apartment buildings, with the possibility of a future building at the south-east corner of the property. This site is bound by Bank Street to the east, Miikana Road to the north, residential dwelling units to the west and undeveloped land to the south.

The proposed development is illustrated in **Figure 1** below.

Figure 1 – Site Location

2 BACKGROUND

2.1 Noise Sources

The proposed development will be primarily subjected to roadway noise from Bank Street and Miikana Road.

The dwelling units within the proposed development are located within the Airport Vicinity Development Zone (AVDZ) limits, as shown on Schedule C14 of the 2021 Official Plan. As such, aircraft noise from the Ottawa International Airport has been considered in this study.

There are no rail lines within 500 metres of the site. As such, no consideration has been given to the noise impacts from rail traffic in accordance with the City of Ottawa Environmental Noise Control (ENC) Guidelines, dated January 2016.

2.2 Sound Level Limits for Road Traffic

Sound level criteria for road traffic are taken from the ENC Guidelines and the *Ministry of the Environment Publication NPC-300 (August 2013)*. Noise levels are expressed in the form Leq (T), which refers to a weighted level of a steady sound carrying the same total energy in the time period T (in hours) as the observed fluctuation sound.

2.2.1 Indoor Sound Level Criterion

The recommended indoor sound level criteria from Table 2.2b of the ENC Guidelines are as follows:

- Bedrooms – 23:00 to 07:00 – 40 dBA Leq (8 hours)
- Other areas – 07:00 to 23:00 – 45 dBA Leq (16 hours)

The sound levels are based on the windows and doors to an indoor space being closed.

The proposed development consists of three storey stacked townhome, terrace and apartment units. For the purpose of assessing the critical indoor noise in this study, the outdoor noise levels are observed at 9.5 metres for the plane of the living room windows during the daytime and nighttime. These heights relative to ground level were determined by reviewing the living room and bedroom window locations on the profile view architectural drawings (see **Appendix B**) and shall be used to determine noise impacts from Bank Street on the critical, upper-level units.

As per NPC-300 C7.1.3, if the daytime outdoor sound levels exceed 65 dBA at the living room window or if the nighttime sound levels exceed 60 dBA at the bedroom window, then the building must be compliant with the Ontario Building Code. Should the outdoor sound levels exceed this criteria, then the building component (walls, windows, etc.) must be designed to achieve indoor sound level criteria.

As per NPC-300 C7.1.2.1 and C7.1.2.2, when the outdoor noise levels are greater than 55 dBA and less than or equal to 65 dBA at the living room window and/or greater than 50 dBA and less than or equal to 60 dBA at the bedroom window, then a warning clause is compulsory. This warning clause specifies that forced air heating with a provision for central air conditioning is required. Should the outdoor sound levels exceed the criteria, central air conditioning is mandatory and a warning clause is required.

2.2.2 Outdoor Sound Level Criterion

As per Table 2.2a of the ENC Guidelines, the sound level criteria for the outdoor living area (OLA) for the daytime period between 07:00 and 23:00 hours is 55 dBA Leq (16). Sound levels for the

OLA are typically calculated 3 metres from the building face at the centre of the unit or within the centre of the OLA at a height of 1.5 metres above the ground.

If the Leq sound level is less than or equal to the above criteria then no further action is required by the developer. If the sound level exceeds the criteria by less than 5 dBA then the developer may, with City approval, either provide a warning clause to prospective purchasers or install physical attenuation. For sound levels greater than 5 dBA above the criteria, control measures are required to reduce the noise levels as close to 55 dBA as technically, economically and administratively possible. Should the sound levels with the barrier in place exceed 55 dBA a warning clause is also required.

2.2.3 Indoor Sound Level Criterion – Building Components

As per NPC-300 C7.1.3, when the outdoor sound levels are less than or equal to 65 dBA at the living room window and/or less than or equal to 60 dBA at the bedroom level, then the building must be compliant with the Ontario Building Code. Should the outdoor sound levels exceed this criteria then the building component (walls, windows etc.) must be designed to achieve indoor sound level criteria.

3 ROADWAY NOISE

3.1 Traffic Volume Data

The major sources of road noise impacting the site are expected to originate from the traffic flows along Bank Street and Miikana Road:

Bank Street

Bank Street is currently a two-lane, undivided rural roadway with a posted speed limit of 70 km/h within the vicinity of the subject site. Ultimately, this section of Bank Street will be reconstructed as a four-lane urban arterial divided (4-UAD) roadway. The noise analysis conducted for this study has been conservatively based on Bank Street with its ultimate, four-lane configuration and a posted speed limit of 70 km/h.

Miikana Road

Miikana Road is a two-lane urban collector roadway (2-UCU) with a posted speed limit of 50 km/h.

Table 3.1 below summarizes the traffic and road parameters used in this report. These parameters were extracted from Appendix B: Table B1 of the ENC Guidelines for both Bank Street and Miikana Road and are conservatively based on the capacity of each roadway.

TABLE 3.1: TRAFFIC AND ROAD DATA SUMMARY

	BANK STREET	MIIKANA
Annual Average Daily Traffic (AADT)	35,000	8,000
Posted Speed Limit (km/h)	70	50
% Medium Trucks	7%	7%
% Heavy Trucks	5%	5%
% Daytime Traffic	92%	92%

3.2 Calculation Methods

Roadway noise is calculated using the STAMSON 5.04 computer program from the Ontario Ministry of the Environment (MOE).

Unattenuated daytime and nighttime noise levels at the building face calculated to determine indoor sound levels are shown in **Table 3.2** below. Parameters used for calculating the noise levels, including the perpendicular distance from source to receiver and the roadway segment angles are also indicated. Since Bank Street is modelled with its ultimate configuration as an arterial, four-lane divided road, the noise levels are calculated separately for the northbound and southbound lanes and then combined.

In instances where a townhome block mirrors another block that has been analysed, it was deemed unnecessary to repeat the noise calculations.

There are no outdoor living areas (OLAs) attached to the units, there are two Communal Amenity Spaces adjacent to Building 6 and Building 7 which is exposed to Bank Street traffic noise. A calculation has been carried out as shown on **Table 3.3** at a location that lines up with the front of the units so that there is no allowance for building screening of the traffic noise.

It is our understanding that there is no exposed mechanical equipment associated with the proposed development, therefore a Stationary Noise Study is not required.

For the purpose of these calculations, Possible Future Building 13 was not accounted for in the building screening.

TABLE 3.2: UNATTENUATED NOISE LEVELS AT BUILDING FACE

LOCATION		ROADWAY	SOURCE - RECEIVER DISTANCE (m)	SEGMENT ANGLES		INDOOR NOISE LEVELS (dBA)	
Lot / Block	UNITS		NB/ SB LANES	LEFT	RIGHT	DAYTIME	NIGHTTIME
Building 1	B013FN	Miikana Road	23.9	-62	77	61.22	53.62
Building 1	B013FN1	Miikana Road	16.7	-80	87	63.94	56.35
Building 1	B013FS	Bank Street Miikana Road	127.0 / 139.5 38.0	9 20	17 55	53.77	46.17
Building 1	B013F	Miikana Road	24.0	-60	11	58.50	50.91
Building 6	B063FS	Bank Street	96.4 / 108.9	24	90	57.37	49.77
Building 6	B063FN1	Bank Street	103.9 / 116.4	-26	0	54.25	46.66
Building 6	B063FS1	Bank Street	103.9 / 116.4	16	40	53.72	46.13
Building 7	B073F	Bank Street	74.2 / 86.7	-6	66	60.29	52.69
Building 7	B073FN	Bank Street	79.1 / 91.6	-56 -30	-54 -27	48.22	39.89
Building 7	B073FS	Bank Street	82.8 / 95.3	0	49	58.16	50.57
Building 7	B073FS1	Bank Street	108.9 / 121.4	0	31	54.72	47.12
Building 7	B073FS2	Bank Street	97.7 / 110.2	0	35	55.86	48.26
Building 8	B083FN	Bank Street Miikana Road	91.9 / 104.4 27.9	-61 -54	-7 63	61.86	54.26
Building 8	B083F	Bank Street Bank Street Miikana Road	91.9 / 104.4 91.9 / 104.4 40.6	-65 2 39	-34 8 57	57.55	53.27
Building 8	B083F1	Bank Street Bank Street Miikana Road	91.5 / 104.0 91.5 / 104.0 47.2	-67 -6 34	-45 -2 78	56.51	48.92
Building 8	B083FS	Bank Street Miikana Road	92.0 / 104.5 53.5	17 31	28 69	53.75	46.15

Building 8	B083FN1	Bank Street Miikana Road	107.0 / 119.5 19.9	-28 -74	-4 90	63.29	55.70
Building 8	B083FN2	Miikana Road	33.2	-58	20	56.96	49.37
Building 8	B083FS1	Miikana Road	39.4	-35	21	54.63	47.04
Building 9	B093FN	Bank Street Bank Street Miikana Road	71.9 / 84.4 71.9 / 84.4 76.7	-7 71 12	25 84 41	58.51	50.71
Building 9	B093FN1	Bank Street Miikana Road	78.0 / 90.5 73.5	-7 17	0 30	51.28	43.68
Building 9	B093FN2	Bank Street Miikana Road	108.5 / 121.0 59.7	-4 -9	0 23	51.22	43.62
Building 9	B093FS	Bank Street Bank Street	72.0 / 84.5 72.0 / 84.5	-30 64	2 75	58.15	50.56
Building 10	B103FS	Bank Street Bank Street	95.4 / 107.9 95.4 / 107.9	0 27	3 52	54.70	47.11
Building 11	B113FN	Bank Street Bank Street Bank Street Miikana	68.0 / 80.5 68.0 / 80.5 68.0 / 80.5 109.9	-44 23 62 23	-26 29 85 29	58.18	50.58
Building 11	B113FN1	Bank Street	80.2 / 92.7	-37	-19	54.00	46.40
Building	B113FN2	Bank Street	74.1 / 86.6	-41	-22	54.63	46.51
Building 11	B113FS	Bank Street Bank Street Bank Street	68.0 / 80.5 68.0 / 80.5 68.0 / 80.5	-56 -13 46	-52 4 82	59.16	50.32
Building 11	B113FS1	Bank Street Bank Street	86.3 / 98.8 86.3 / 98.8	0 32	5 67	56.55	48.95
Building 12	B123F	Bank Street	20.6 / 33.0	-90	90	70.80	63.20
Building 12	B123FN	Bank Street	32.1 / 44.6	-75	0	64.99	57.39
Building 12	B123FN1	Bank Street	27.5 / 40.0	-83	0	66.10	58.50
Building 12	B123FS	Bank Street	35.7 / 48.2	0	45	62.60	55.00
Building 12	B123FS1	Bank Street	27.5 / 40.0	0	68	65.54	57.95
Building 13	B133FN	Bank Street	27.8 / 40.3	-65	0	65.33	57.73
Building 13	B133FS	Bank Street	35.6 / 48.2	0	90	64.80	57.21
Building 13	B133FS1	Bank Street	32.1 / 44.6	0	90	65.37	57.37
Building 14	B143F	Bank Street	58.5 / 71.0	-54	90	64.34	56.75
Building 14	B143FN	Bank Street	71.8 / 84.3	-39	0	58.08	50.48
Building 14	B143FS	Bank Street	71.8 / 84.3	0	90	60.84	53.24
Fut. Bldg 15	FUT3FN	Bank Street	32.7 / 45.2	-75	0	64.89	56.96
Fut. Bldg 15	FUT3FS	Bank Street	32.7 / 45.2	0	90	65.27	57.31

As indicated in **Table 3.2** above, there are numerous locations which exceed the noise criteria at the building face.

TABLE 3.3: UNATTENUATED NOISE LEVELS AT OLA

LOCATION	ROADWAY	SOURCE - RECEIVER DISTANCE (m) NB/ SB LANES	SEGMENT ANGLES		OUTDOOR NOISE LEVELS (dBA)
			LEFT	RIGHT	
Common Amenity Space (CAS1)	Bank Street	66.2 / 78.7	-7	78	59.53
Common Amenity Space (CAS2)	Bank Street	90.0 / 102.5	-3	90	57.37

As indicated in **Table 3.3** above, the daytime noise levels at both Common Amenity Spaces exceed the noise criteria.

4 ABATEMENT MEASURES

4.1 Indoor Sound Levels

For select dwelling units in Building 12, 13 and the possible future building 15 fronting onto Bank Street, daytime noise levels at the building face are shown to exceed 65 dBA, requiring mandatory central air conditioning, a review of the building components and a Type ‘D’ warning clause.

Select dwelling units in Buildings 1, 7, 8, 9, 11, 12 and 13 will experience noise levels in excess of 55 dBA but below 65 dBA. Most of these dwelling units are either partially screened by other units or are well setback from both Bank Street and Miikana Road. For all of these dwelling units, an alternative means of ventilation is required, as well as a Type ‘C’ warning clause in the Agreement of Purchase and Sale. Alternative means of ventilation usually consist of a forced air heating system with ducts sized for future installation of central air conditioning.

4.2 Outdoor Sound Levels

As per **Table 3.3** in Section 3.2, the Communal Amenity Space exceeds the noise criteria with both location above 55 dBA but below 60 dBA. As per section 2.2.2, a noise barrier is not required, however a Type A warning clause can be applied to all units using the amenity space. Due to the nature of the site, a noise barrier may not be practical.

4.3 Aircraft Sound Levels

As stated in Section 2.1, this site is located within the Airport Vicinity Development Zone (AVDZ). The site is, however, outside of the 25 NEF/NEP contour line so the building components and ventilation requirements, presented in Part 6: Prescribed Measures for Aircraft Noise of the ENC Guidelines, do not apply. All dwelling units to which this clause applied are described in **Section 5.1** below.

The warning clause for aircraft noise is as follows:

"Purchasers/tenants are advised that due to the proximity of the Ottawa Macdonald-Cartier International Airport, noise from the airport and individual aircraft may at times interfere with outdoor or indoor activities".

5 SUMMARY OF ATTENUATION MEASURES

5.1 Warning Clauses

A clause regarding noise must appear on the Agreement of Purchase and Sale on the title of the lots and townhouse units indicated on **Drawing No. C-N**, as listed below:

Type 'A' All Blocks, all Units

Type 'C' Building 1 – Any units noted per N-C Noise Plan
Building 6 – Any units noted per N-C Noise Plan
Building 7 – Any units noted per N-C Noise Plan
Building 8 – Any units noted per N-C Noise Plan
Building 9 – Any units noted per N-C Noise Plan
Building 11 – Any units noted per N-C Noise Plan
Building 12 – Any units noted per N-C Noise Plan
Building 13 – Any units noted per N-C Noise Plan
Building 14 – Any units noted per N-C Noise Plan
Possible Future Building 15 – Any units noted per N-C Noise Plan

Type 'D' Building 7 – Any units noted per N-C Noise Plan
Building 12 – Any units noted per N-C Noise Plan
Building 13 – Any units noted per N-C Noise Plan
Building 14 – Any units noted per N-C Noise Plan
Possible Future Building 15 – Any units noted per N-C Noise Plan

Aircraft noise warning clause to be applied for all units as per Section 4.3 above.

The following warning clauses are taken from Section C8.1 of NPC 300:

Type A	"Purchasers/tenants are advised that sound levels due to Bank Street traffic may on occasion interfere with some activities of the dwelling occupants as the sound levels exceed the City's and the Ministry of the Environment's noise criteria."
Type C	"This dwelling unit has been fitted with a forced air heating system and the ducting, etc. was sized to accommodate central air conditioning. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain

	closed, thereby ensuring that the indoor sound levels are within the City's and the Ministry of the Environment's noise criteria. (Note: The location and installation of the outdoor air conditioning device should be done so as to comply with noise criteria of MOE Publication NPC-216, Residential Air Conditioning Devices and thus minimize the noise impacts both on and in the immediate vicinity of the subject property."
Type D	"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City's and the Ministry of the Environment's noise criteria."

5.2 Ventilation Requirements and Building Components

All dwelling units requiring a Type 'C' warning clause listed in Section 5.1 shall have a forced air heating system sized to accommodate a central air conditioning system.

All dwelling units requiring a Type 'D' warning clause shall have mandatory central air conditioning and acoustical review of building components.

6 CONCLUSION

This report outlines the impact of roadway noise on the proposed residential development, located within the Leitrim Community of Ottawa at 4816 Bank Street. As indicated through the analysis conducted for this study, it is anticipated that noise levels will remain within the standards established by the City of Ottawa and Ministry of the Environment (MOE) with the exception of select units as indicated on **Drawing No. C-N**. For these dwelling units, appropriate warning clauses and associated noise abatement measures must be provided on the Agreement of Purchase and Sale.

7 PROFESSIONAL AUTHORIZATION

Prepared by:

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Appendix A

STAMSON 5.0 NORMAL REPORT Date: 20-05-2025 15:37:05
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 1 FLOOR 3

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8000
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: MIIKANA (day/night)

Angle1 Angle2 : -60.00 deg 11.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 24.00 / 24.00 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: MIIKANA (day)

Source height = 1.50 m

ROAD (0.00 + 58.50 + 0.00) = 58.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-60	11	0.42	65.75	0.00	-2.90	-4.35	0.00	0.00	0.00	58.50

Segment Leq : 58.50 dBA

Total Leq All Segments: 58.50 dBA

Results segment # 1: MIIKANA (night)

Source height = 1.50 m

ROAD (0.00 + 50.91 + 0.00) = 50.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-60	11	0.42	58.16	0.00	-2.90	-4.35	0.00	0.00	0.00	50.91

Segment Leq : 50.91 dBA

Total Leq All Segments: 50.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.50
(NIGHT): 50.91

STAMSON 5.0 NORMAL REPORT Date: 15-05-2025 16:02:15
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 1 FLOOR 3 NORTH 1

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8000
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: MIIKANA (day/night)

Angle1 Angle2 : -80.00 deg 87.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 16.70 / 16.70 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: MIIKANA (day)

Source height = 1.50 m

ROAD (0.00 + 63.94 + 0.00) = 63.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-80	87	0.42	65.75	0.00	-0.66	-1.15	0.00	0.00	0.00	63.94

Segment Leq : 63.94 dBA

Total Leq All Segments: 63.94 dBA

Results segment # 1: MIIKANA (night)

Source height = 1.50 m

ROAD (0.00 + 56.35 + 0.00) = 56.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-80	87	0.42	58.16	0.00	-0.66	-1.15	0.00	0.00	0.00	56.35

Segment Leq : 56.35 dBA

Total Leq All Segments: 56.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.94
(NIGHT): 56.35

STAMSON 5.0 NORMAL REPORT Date: 15-05-2025 15:58:37
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 1 FLOOR 3 NORTH

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8000
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: MIIKANA (day/night)

Angle1 Angle2 : -62.00 deg 77.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 23.90 / 23.90 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: MIIKANA (day)

Source height = 1.50 m

ROAD (0.00 + 61.22 + 0.00) = 61.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-62	77	0.42	65.75	0.00	-2.87	-1.66	0.00	0.00	0.00	61.22

Segment Leq : 61.22 dBA

Total Leq All Segments: 61.22 dBA

Results segment # 1: MIIKANA (night)

Source height = 1.50 m

ROAD (0.00 + 53.62 + 0.00) = 53.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-62	77	0.42	58.16	0.00	-2.87	-1.66	0.00	0.00	0.00	53.62

Segment Leq : 53.62 dBA

Total Leq All Segments: 53.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.22
(NIGHT): 53.62

STAMSON 5.0 NORMAL REPORT Date: 15-05-2025 11:01:47
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 1 FLOOR 3 SOUTH 1

Road data, segment # 1: BANK ST WB (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK ST WB (day/night)

Angle1 Angle2 : 7.00 deg 13.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 134.50 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK ST EB (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK ST EB (day/night)

Angle1 Angle2 : 7.00 deg 13.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.00 / 147.00 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK ST WB (day)

Source height = 1.50 m

ROAD (0.00 + 43.66 + 0.00) = 43.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
7	13	0.42	71.98	0.00	-13.53	-14.80	0.00	0.00	0.00	43.66

Segment Leq : 43.66 dBA

Results segment # 2: BANK ST EB (day)

Source height = 1.50 m

ROAD (0.00 + 43.11 + 0.00) = 43.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
7	13	0.42	71.98	0.00	-14.08	-14.80	0.00	0.00	0.00	43.11

Segment Leq : 43.11 dBA

Total Leq All Segments: 46.40 dBA

Results segment # 1: BANK ST WB (night)

Source height = 1.50 m

ROAD (0.00 + 36.06 + 0.00) = 36.06 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     7     13   0.42  64.39   0.00 -13.53 -14.80   0.00   0.00   0.00
36.06
-------------------------------------------------------------------------
---

Segment Leq : 36.06 dBA

Results segment # 2: BANK ST EB (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 35.51 + 0.00) = 35.51 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     7     13   0.42  64.39   0.00 -14.08 -14.80   0.00   0.00   0.00
35.51
-------------------------------------------------------------------------
---

Segment Leq : 35.51 dBA

Total Leq All Segments: 38.80 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 46.40
                           (NIGHT): 38.80
```

STAMSON 5.0 NORMAL REPORT Date: 15-05-2025 15:51:10
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 1 FLOOR 3 SOUTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : 9.00 deg 17.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 127.00 / 127.00 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           :   9.00 deg   17.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 139.50 / 139.50 m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: MIIKANA (day/night)
-------------------------------------------
Car traffic volume  :  6477/563   veh/TimePeriod  *
Medium truck volume :   515/45    veh/TimePeriod  *
Heavy truck volume  :   368/32    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: MIIKANA (day/night)
-----------------------------------------
Angle1   Angle2           :  20.00 deg   55.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  38.00 / 38.00  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 45.24 + 0.00) = 45.24 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     9     17   0.42  71.98   0.00 -13.17 -13.57   0.00   0.00   0.00
45.24
-------------------------------------------------------------------------
---
```

Segment Leq : 45.24 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 44.66 + 0.00) = 44.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
9	17	0.42	71.98	0.00	-13.75	-13.57	0.00	0.00	0.00	44.66

Segment Leq : 44.66 dBA

Results segment # 3: MIIKANA (day)

Source height = 1.50 m

ROAD (0.00 + 52.44 + 0.00) = 52.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
20	55	0.42	65.75	0.00	-5.73	-7.57	0.00	0.00	0.00	52.44

Segment Leq : 52.44 dBA

Total Leq All Segments: 53.77 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 37.64 + 0.00) = 37.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
9	17	0.42	64.39	0.00	-13.17	-13.57	0.00	0.00	0.00	37.64

Segment Leq : 37.64 dBA

Results segment # 2: BANK EB L (night)

Source height = 1.50 m

ROAD (0.00 + 37.06 + 0.00) = 37.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
9	17	0.42	64.39	0.00	-13.75	-13.57	0.00	0.00	0.00	37.06

Segment Leq : 37.06 dBA

Results segment # 3: MIIKANA (night)

Source height = 1.50 m

ROAD (0.00 + 44.85 + 0.00) = 44.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
20	55	0.42	58.16	0.00	-5.73	-7.57	0.00	0.00	0.00	44.85

Segment Leq : 44.85 dBA

Total Leq All Segments: 46.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.77
(NIGHT): 46.17

STAMSON 5.0 NORMAL REPORT Date: 12-05-2025 11:06:21
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 06 FLOOR 3 NORTH 1

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -26.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.90 / 103.90 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2 : -26.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.40 / 116.40 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK WB L (day)

Source height = 1.50 m

ROAD (0.00 + 51.58 + 0.00) = 51.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-26	0	0.42	71.98	0.00	-11.94	-8.47	0.00	0.00	0.00	51.58

Segment Leq : 51.58 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-26	0	0.42	71.98	0.00	-12.64	-8.47	0.00	0.00	0.00	50.88

Segment Leq : 50.88 dBA

Total Leq All Segments: 54.25 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 43.99 + 0.00) = 43.99 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -26      0   0.42  64.39   0.00 -11.94  -8.47   0.00   0.00   0.00
43.99
-------------------------------------------------------------------------
---

Segment Leq : 43.99 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 43.28 + 0.00) = 43.28 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -26      0   0.42  64.39   0.00 -12.64  -8.47   0.00   0.00   0.00
43.28
-------------------------------------------------------------------------
---

Segment Leq : 43.28 dBA

Total Leq All Segments: 46.66 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 54.25
                           (NIGHT): 46.66
```

STAMSON 5.0 NORMAL REPORT Date: 12-05-2025 11:00:46
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 06 FLOOR 3 SOUTH 1

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : 16.00 deg 40.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.90 / 103.90 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2 : 16.00 deg 40.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.40 / 116.40 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK WB L (day)

Source height = 1.50 m

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
16	40	0.42	71.98	0.00	-11.94	-8.99	0.00	0.00	0.00	51.05

Segment Leq : 51.05 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 50.35 + 0.00) = 50.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
16	40	0.42	71.98	0.00	-12.64	-8.99	0.00	0.00	0.00	50.35

Segment Leq : 50.35 dBA

Total Leq All Segments: 53.72 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    16     40   0.42  64.39   0.00 -11.94  -8.99   0.00   0.00   0.00
43.46
-------------------------------------------------------------------------
---

Segment Leq : 43.46 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 42.76 + 0.00) = 42.76 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    16     40   0.42  64.39   0.00 -12.64  -8.99   0.00   0.00   0.00
42.76
-------------------------------------------------------------------------
---

Segment Leq : 42.76 dBA

Total Leq All Segments: 46.13 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 53.72
                           (NIGHT): 46.13
```

STAMSON 5.0 NORMAL REPORT Date: 12-05-2025 10:55:56
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 06 FLOOR 3 SOUTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT)	:	17500
Percentage of Annual Growth	:	0.00
Number of Years of Growth	:	0.00
Medium Truck % of Total Volume	:	7.00
Heavy Truck % of Total Volume	:	5.00
Day (16 hrs) % of Total Volume	:	92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2	: 24.00 deg	90.00 deg
Wood depth	: 0	(No woods.)
No of house rows	: 0 / 0	
Surface	: 1	(Absorptive ground surface)
Receiver source distance	: 96.40 / 96.40	m
Receiver height	: 9.50 / 9.50	m
Topography	: 1	(Flat/gentle slope; no barrier)
Reference angle	: 0.00	

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT)	:	17500
Percentage of Annual Growth	:	0.00
Number of Years of Growth	:	0.00
Medium Truck % of Total Volume	:	7.00
Heavy Truck % of Total Volume	:	5.00
Day (16 hrs) % of Total Volume	:	92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2 : 24.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.90 / 108.90 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK WB L (day)

Source height = 1.50 m

ROAD (0.00 + 54.72 + 0.00) = 54.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
24	90	0.42	71.98	0.00	-11.47	-5.79	0.00	0.00	0.00	54.72

Segment Leq : 54.72 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 53.97 + 0.00) = 53.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
24	90	0.42	71.98	0.00	-12.23	-5.79	0.00	0.00	0.00	53.97

Segment Leq : 53.97 dBA

Total Leq All Segments: 57.37 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 47.12 + 0.00) = 47.12 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    24     90   0.42  64.39   0.00 -11.47  -5.79   0.00   0.00   0.00
47.12
-------------------------------------------------------------------------
---

Segment Leq : 47.12 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    24     90   0.42  64.39   0.00 -12.23  -5.79   0.00   0.00   0.00
46.37
-------------------------------------------------------------------------
---

Segment Leq : 46.37 dBA

Total Leq All Segments: 49.77 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 57.37
                           (NIGHT): 49.77
```

STAMSON 5.0 NORMAL REPORT Date: 12-05-2025 09:20:41
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 07 FLOOR 3

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT)	:	17500
Percentage of Annual Growth	:	0.00
Number of Years of Growth	:	0.00
Medium Truck % of Total Volume	:	7.00
Heavy Truck % of Total Volume	:	5.00
Day (16 hrs) % of Total Volume	:	92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2	: -6.00 deg	66.00 deg
Wood depth	: 0	(No woods.)
No of house rows	: 0 / 0	
Surface	: 1	(Absorptive ground surface)
Receiver source distance	: 74.20 / 74.20	m
Receiver height	: 9.50 / 9.50	m
Topography	: 1	(Flat/gentle slope; no barrier)
Reference angle	: 0.00	

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT)	:	17500
Percentage of Annual Growth	:	0.00
Number of Years of Growth	:	0.00
Medium Truck % of Total Volume	:	7.00
Heavy Truck % of Total Volume	:	5.00
Day (16 hrs) % of Total Volume	:	92.00

```
Data for Segment # 2: BANK EB L (day/night)
-----------------------------------------
Angle1   Angle2           :  -6.00 deg   66.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  86.70 / 86.70  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 57.73 + 0.00) = 57.73 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    -6     66   0.42  71.98   0.00  -9.86  -4.39   0.00   0.00   0.00
57.73
-------------------------------------------------------------------------
---

Segment Leq : 57.73 dBA

Results segment # 2: BANK EB L (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 56.77 + 0.00) = 56.77 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    -6     66   0.42  71.98   0.00 -10.82  -4.39   0.00   0.00   0.00
56.77
-------------------------------------------------------------------------
---

Segment Leq : 56.77 dBA

Total Leq All Segments: 60.29 dBA

Results segment # 1: BANK WB L (night)
-------------------------------------

Source height = 1.50 m

ROAD (0.00 + 50.13 + 0.00) = 50.13 dBA
```

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    -6     66   0.42  64.39   0.00  -9.86  -4.39   0.00   0.00   0.00
50.13
-------------------------------------------------------------------------
---

Segment Leq : 50.13 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 49.17 + 0.00) = 49.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    -6     66   0.42  64.39   0.00 -10.82  -4.39   0.00   0.00   0.00
49.17
-------------------------------------------------------------------------
---

Segment Leq : 49.17 dBA

Total Leq All Segments: 52.69 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 60.29
                           (NIGHT): 52.69
```

STAMSON 5.0 NORMAL REPORT Date: 14-05-2025 13:40:58
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 07 FLOOR 3 NORTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -56.00 deg -54.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.10 / 79.10 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           : -56.00 deg   -54.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  91.60 / 91.60  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: BANK WB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: BANK WB R (day/night)
-------------------------------------------
Angle1   Angle2           : -30.00 deg   -27.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  79.10 / 79.10  m
Receiver height           :   9.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 4: BANK EB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
```

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

Data for Segment # 4: BANK EB R (day/night)
-------------------------------------------
Angle1   Angle2           : -30.00 deg   -27.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  91.60 / 91.60  m
Receiver height           :   9.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 41.17 + 0.00) = 41.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -56    -54   0.42  71.98   0.00 -10.25 -20.56   0.00   0.00   0.00
41.17
-------------------------------------------------------------------------
---

Segment Leq : 41.17 dBA

Results segment # 2: BANK EB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 40.27 + 0.00) = 40.27 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -56    -54   0.42  71.98   0.00 -11.16 -20.56   0.00   0.00   0.00
40.27
-------------------------------------------------------------------------
---

Segment Leq : 40.27 dBA

Results segment # 3: BANK WB R (day)
------------------------------------

Source height = 1.50 m
```

ROAD (0.00 + 43.71 + 0.00) = 43.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-30	-27	0.42	71.98	0.00	-10.25	-18.02	0.00	0.00	0.00	43.71

Segment Leq : 43.71 dBA

Results segment # 4: BANK EB R (day)

Source height = 1.50 m

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-30	-27	0.42	71.98	0.00	-11.16	-18.02	0.00	0.00	0.00	42.81

Segment Leq : 42.81 dBA

Total Leq All Segments: 48.22 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 33.58 + 0.00) = 33.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-56	-54	0.42	64.39	0.00	-10.25	-20.56	0.00	0.00	0.00	33.58

Segment Leq : 33.58 dBA

Results segment # 2: BANK EB L (night)

Source height = 1.50 m

ROAD (0.00 + 32.67 + 0.00) = 32.67 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -56    -54   0.42  64.39   0.00 -11.16 -20.56   0.00   0.00   0.00
32.67
-------------------------------------------------------------------------
---

Segment Leq : 32.67 dBA

Results segment # 3: BANK WB R (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -30    -27   0.57  64.39   0.00 -11.34 -18.10   0.00   0.00   0.00
34.95
-------------------------------------------------------------------------
---

Segment Leq : 34.95 dBA

Results segment # 4: BANK EB R (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 33.95 + 0.00) = 33.95 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -30    -27   0.57  64.39   0.00 -12.34 -18.10   0.00   0.00   0.00
33.95
-------------------------------------------------------------------------
---

Segment Leq : 33.95 dBA

Total Leq All Segments: 39.89 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 48.22
                           (NIGHT): 39.89
```

STAMSON 5.0 NORMAL REPORT Date: 12-05-2025 09:40:48
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 07 FLOOR 3 SOUTH 1

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : 0.00 deg 31.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.90 / 108.90 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2 : 0.00 deg 31.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.40 / 121.40 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK WB L (day)

Source height = 1.50 m

ROAD (0.00 + 52.03 + 0.00) = 52.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	31	0.42	71.98	0.00	-12.23	-7.73	0.00	0.00	0.00	52.03

Segment Leq : 52.03 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 51.36 + 0.00) = 51.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	31	0.42	71.98	0.00	-12.90	-7.73	0.00	0.00	0.00	51.36

Segment Leq : 51.36 dBA

Total Leq All Segments: 54.72 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 44.43 + 0.00) = 44.43 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     31   0.42  64.39   0.00 -12.23  -7.73   0.00   0.00   0.00
44.43
-------------------------------------------------------------------------
---

Segment Leq : 44.43 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 43.76 + 0.00) = 43.76 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     31   0.42  64.39   0.00 -12.90  -7.73   0.00   0.00   0.00
43.76
-------------------------------------------------------------------------
---

Segment Leq : 43.76 dBA

Total Leq All Segments: 47.12 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 54.72
                           (NIGHT): 47.12
```

STAMSON 5.0 NORMAL REPORT Date: 28-05-2025 09:40:24
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b083f.te Time Period: Day/Night 16/8 hours
Description: BUILDING 7 FLOOR 3 SOUTH 2

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

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB (day/night)

Angle1 Angle2 : 0.00 deg 35.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 97.70 / 97.70 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB (day/night)

Angle1 Angle2 : 0.00 deg 35.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 110.20 / 110.20 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK WB (day)

Source height = 1.50 m

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	35	0.42	71.98	0.00	-11.56	-7.23	0.00	0.00	0.00	53.20

Segment Leq : 53.20 dBA

Results segment # 2: BANK EB (day)

Source height = 1.50 m

ROAD (0.00 + 52.46 + 0.00) = 52.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	35	0.42	71.98	0.00	-12.30	-7.23	0.00	0.00	0.00	52.46

Segment Leq : 52.46 dBA

Total Leq All Segments: 55.86 dBA

Results segment # 1: BANK WB (night)

Source height = 1.50 m

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     35   0.42  64.39   0.00 -11.56  -7.23   0.00   0.00   0.00
45.60
-------------------------------------------------------------------------
---

Segment Leq : 45.60 dBA

Results segment # 2: BANK EB (night)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 44.86 + 0.00) = 44.86 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     35   0.42  64.39   0.00 -12.30  -7.23   0.00   0.00   0.00
44.86
-------------------------------------------------------------------------
---

Segment Leq : 44.86 dBA

Total Leq All Segments: 48.26 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 55.86
                           (NIGHT): 48.26
```

STAMSON 5.0 NORMAL REPORT Date: 12-05-2025 09:28:34
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 07 FLOOR 3 SOUTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : 0.00 deg 49.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 82.80 / 82.80 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           :   0.00 deg   49.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  95.30 / 95.30  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 55.56 + 0.00) = 55.56 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     49   0.42  71.98   0.00 -10.54  -5.89   0.00   0.00   0.00
55.56
-------------------------------------------------------------------------
---

Segment Leq : 55.56 dBA

Results segment # 2: BANK EB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 54.69 + 0.00) = 54.69 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     49   0.42  71.98   0.00 -11.40  -5.89   0.00   0.00   0.00
54.69
-------------------------------------------------------------------------
---

Segment Leq : 54.69 dBA

Total Leq All Segments: 58.16 dBA

Results segment # 1: BANK WB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 47.97 + 0.00) = 47.97 dBA
```

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     49   0.42  64.39   0.00 -10.54  -5.89   0.00   0.00   0.00
47.97
-------------------------------------------------------------------------
---

Segment Leq : 47.97 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     49   0.42  64.39   0.00 -11.40  -5.89   0.00   0.00   0.00
47.10
-------------------------------------------------------------------------
---

Segment Leq : 47.10 dBA

Total Leq All Segments: 50.57 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 58.16
                           (NIGHT): 50.57
```

STAMSON 5.0 NORMAL REPORT Date: 21-05-2025 09:01:48
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 08 FLOOR 3

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -65.00 deg -34.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.90 / 91.90 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           : -65.00 deg   -34.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 104.40 / 104.40 m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: BANK EB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: BANK EB R (day/night)
-------------------------------------------
Angle1   Angle2           :   2.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  91.90 / 91.90  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 4: BANK EB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
```

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

Data for Segment # 4: BANK EB R (day/night)
-------------------------------------------
Angle1   Angle2           :   2.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 104.40 / 104.40 m
Receiver height           :   9.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 5: MIIKANA (day/night)
-------------------------------------------
Car traffic volume  :  6082/3040  veh/TimePeriod  *
Medium truck volume :  1738/869   veh/TimePeriod  *
Heavy truck volume  :   869/434   veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   5.00
    Number of Years of Growth          :  10.00
    Medium Truck % of Total Volume     :  20.00
    Heavy Truck  % of Total Volume     :  10.00
    Day (16 hrs) % of Total Volume     :  66.67

Data for Segment # 5: MIIKANA (day/night)
-----------------------------------------
Angle1   Angle2           :  39.00 deg   57.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  40.60 / 40.60  m
Receiver height           :   9.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 52.34 + 0.00) = 52.34 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
```

```
   -65    -34   0.42  71.98   0.00 -11.18  -8.47   0.00   0.00   0.00
52.34
-------------------------------------------------------------------------
---

Segment Leq : 52.34 dBA

Results segment # 2: BANK EB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -65    -34   0.42  71.98   0.00 -11.97  -8.47   0.00   0.00   0.00
51.55
-------------------------------------------------------------------------
---

Segment Leq : 51.55 dBA

Results segment # 3: BANK EB R (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 46.03 + 0.00) = 46.03 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     2      8   0.42  71.98   0.00 -11.18 -14.78   0.00   0.00   0.00
46.03
-------------------------------------------------------------------------
---

Segment Leq : 46.03 dBA

Results segment # 4: BANK EB R (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 45.24 + 0.00) = 45.24 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     2      8   0.42  71.98   0.00 -11.97 -14.78   0.00   0.00   0.00
45.24
```

```
--------------------------------------------------------------------------
---

Segment Leq : 45.24 dBA

Results segment # 5: MIIKANA (day)
----------------------------------

Source height = 1.78 m

ROAD (0.00 + 52.57 + 0.00) = 52.57 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
---
    39     57   0.41  69.40   0.00  -6.10 -10.73   0.00   0.00   0.00
52.57
--------------------------------------------------------------------------
---

Segment Leq : 52.57 dBA

Total Leq All Segments: 57.55 dBA

Results segment # 1: BANK WB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 44.74 + 0.00) = 44.74 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
---
   -65    -34   0.42  64.39   0.00 -11.18  -8.47   0.00   0.00   0.00
44.74
--------------------------------------------------------------------------
---

Segment Leq : 44.74 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 43.95 + 0.00) = 43.95 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
---
   -65    -34   0.42  64.39   0.00 -11.97  -8.47   0.00   0.00   0.00
43.95
```

```
------------------------------------------------------------------------
---

Segment Leq : 43.95 dBA

Results segment # 3: BANK EB R (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 38.43 + 0.00) = 38.43 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
------------------------------------------------------------------------
---
     2      8   0.42  64.39   0.00 -11.18 -14.78   0.00   0.00   0.00
38.43
------------------------------------------------------------------------
---

Segment Leq : 38.43 dBA

Results segment # 4: BANK EB R (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 36.38 + 0.00) = 36.38 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
------------------------------------------------------------------------
---
     2      8   0.57  64.39   0.00 -13.23 -14.78   0.00   0.00   0.00
36.38
------------------------------------------------------------------------
---

Segment Leq : 36.38 dBA

Results segment # 5: MIIKANA (night)
-------------------------------------

Source height = 1.78 m

ROAD (0.00 + 51.65 + 0.00) = 51.65 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
------------------------------------------------------------------------
---
    39     57   0.56  69.40   0.00  -6.75 -11.00   0.00   0.00   0.00
51.65
------------------------------------------------------------------------
---
```

Segment Leq : 51.65 dBA

Total Leq All Segments: 53.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.55
(NIGHT): 53.27

STAMSON 5.0 NORMAL REPORT Date: 28-05-2025 09:28:30
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b083f.te Time Period: Day/Night 16/8 hours
Description: BUILDING 8 FLOOR 3 1

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -67.00 deg -45.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 91.50 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           : -67.00 deg   -45.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 104.00 / 104.00 m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: BANK WB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: BANK WB R (day/night)
-------------------------------------------
Angle1   Angle2           :  -6.00 deg   2.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  91.50 / 91.50  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 4: BANK EB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
```

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

Data for Segment # 4: BANK EB R (day/night)
-------------------------------------------
Angle1   Angle2           :  -6.00 deg   2.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 104.00 / 104.00 m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 5: MIIKANA (day/night)
-------------------------------------------
Car traffic volume  :  6477/563   veh/TimePeriod  *
Medium truck volume :   515/45    veh/TimePeriod  *
Heavy truck volume  :   368/32    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 5: MIIKANA (day/night)
-------------------------------------------
Angle1   Angle2           :  34.00 deg   78.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  47.20 / 47.20  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 50.62 + 0.00) = 50.62 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
```

```
   -67    -45   0.42  71.98   0.00 -11.15 -10.22   0.00   0.00   0.00
50.62
-------------------------------------------------------------------------
---

Segment Leq : 50.62 dBA

Results segment # 2: BANK EB L (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 49.83 + 0.00) = 49.83 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -67    -45   0.42  71.98   0.00 -11.94 -10.22   0.00   0.00   0.00
49.83
-------------------------------------------------------------------------
---

Segment Leq : 49.83 dBA

Results segment # 3: BANK WB R (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 47.31 + 0.00) = 47.31 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    -6      2   0.42  71.98   0.00 -11.15 -13.52   0.00   0.00   0.00
47.31
-------------------------------------------------------------------------
---

Segment Leq : 47.31 dBA

Results segment # 4: BANK EB R (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 46.52 + 0.00) = 46.52 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    -6      2   0.42  71.98   0.00 -11.94 -13.52   0.00   0.00   0.00
46.52
```

```
--------------------------------------------------------------------------
---

Segment Leq : 46.52 dBA

Results segment # 5: MIIKANA (day)
----------------------------------

Source height = 1.50 m

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
---
    34     78   0.42  65.75   0.00  -7.07  -7.29   0.00   0.00   0.00
51.39
--------------------------------------------------------------------------
---

Segment Leq : 51.39 dBA

Total Leq All Segments: 56.51 dBA

Results segment # 1: BANK WB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 43.02 + 0.00) = 43.02 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
---
   -67    -45   0.42  64.39   0.00 -11.15 -10.22   0.00   0.00   0.00
43.02
--------------------------------------------------------------------------
---

Segment Leq : 43.02 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 42.23 + 0.00) = 42.23 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
---
   -67    -45   0.42  64.39   0.00 -11.94 -10.22   0.00   0.00   0.00
42.23
```

```
------------------------------------------------------------------------
---

Segment Leq : 42.23 dBA

Results segment # 3: BANK WB R (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 39.71 + 0.00) = 39.71 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
------------------------------------------------------------------------
---
    -6      2   0.42  64.39   0.00 -11.15 -13.52   0.00   0.00   0.00
39.71
------------------------------------------------------------------------
---

Segment Leq : 39.71 dBA

Results segment # 4: BANK EB R (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
------------------------------------------------------------------------
---
    -6      2   0.42  64.39   0.00 -11.94 -13.52   0.00   0.00   0.00
38.92
------------------------------------------------------------------------
---

Segment Leq : 38.92 dBA

Results segment # 5: MIIKANA (night)
-------------------------------------

Source height = 1.50 m

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
------------------------------------------------------------------------
---
    34     78   0.42  58.16   0.00  -7.07  -7.29   0.00   0.00   0.00
43.80
------------------------------------------------------------------------
---
```

Segment Leq : 43.80 dBA

Total Leq All Segments: 48.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.51
(NIGHT): 48.92

STAMSON 5.0 NORMAL REPORT Date: 15-05-2025 15:38:25
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 8 FLOOR 3 NORTH 1

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -28.00 deg -4.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 107.00 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           : -28.00 deg   -4.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 119.50 / 119.50 m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: MIIKANA (day/night)
-------------------------------------------
Car traffic volume  :  6477/563   veh/TimePeriod  *
Medium truck volume :   515/45    veh/TimePeriod  *
Heavy truck volume  :   368/32    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: MIIKANA (day/night)
-----------------------------------------
Angle1   Angle2           : -74.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  19.90 / 19.90  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -28     -4   0.42  71.98   0.00 -12.12  -8.84   0.00   0.00   0.00
51.03
-------------------------------------------------------------------------
---
```

Segment Leq : 51.03 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 50.35 + 0.00) = 50.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-28	-4	0.42	71.98	0.00	-12.80	-8.84	0.00	0.00	0.00	50.35

Segment Leq : 50.35 dBA

Results segment # 3: MIIKANA (day)

Source height = 1.50 m

ROAD (0.00 + 62.78 + 0.00) = 62.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-74	90	0.42	65.75	0.00	-1.74	-1.23	0.00	0.00	0.00	62.78

Segment Leq : 62.78 dBA

Total Leq All Segments: 63.29 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 43.43 + 0.00) = 43.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-28	-4	0.42	64.39	0.00	-12.12	-8.84	0.00	0.00	0.00	43.43

Segment Leq : 43.43 dBA

Results segment # 2: BANK EB L (night)

Source height = 1.50 m

ROAD (0.00 + 42.75 + 0.00) = 42.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-28	-4	0.42	64.39	0.00	-12.80	-8.84	0.00	0.00	0.00	42.75

Segment Leq : 42.75 dBA

Results segment # 3: MIIKANA (night)

Source height = 1.50 m

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-74	90	0.42	58.16	0.00	-1.74	-1.23	0.00	0.00	0.00	55.19

Segment Leq : 55.19 dBA

Total Leq All Segments: 55.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.29
(NIGHT): 55.70

STAMSON 5.0 NORMAL REPORT Date: 16-05-2025 10:16:13
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 8 FLOOR 3 NORTH 2

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8000
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: MIIKANA (day/night)

Angle1 Angle2 : -58.00 deg 20.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.20 / 33.20 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: MIIKANA (day)

Source height = 1.50 m

ROAD (0.00 + 56.96 + 0.00) = 56.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-58	20	0.42	65.75	0.00	-4.90	-3.89	0.00	0.00	0.00	56.96

Segment Leq : 56.96 dBA

Total Leq All Segments: 56.96 dBA

Results segment # 1: MIIKANA (night)

Source height = 1.50 m

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-58	20	0.42	58.16	0.00	-4.90	-3.89	0.00	0.00	0.00	49.37

Segment Leq : 49.37 dBA

Total Leq All Segments: 49.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.96
(NIGHT): 49.37

STAMSON 5.0 NORMAL REPORT Date: 21-05-2025 08:50:29
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 08 FLOOR 3 NORTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -61.00 deg -7.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.90 / 91.90 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           : -61.00 deg   -7.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 104.40 / 104.40 m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: MIIKANA (day/night)
-------------------------------------------
Car traffic volume  :  6477/563   veh/TimePeriod  *
Medium truck volume :   515/45    veh/TimePeriod  *
Heavy truck volume  :   368/32    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: MIIKANA (day/night)
-----------------------------------------
Angle1   Angle2           : -54.00 deg   63.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  27.90 / 27.90  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 55.15 + 0.00) = 55.15 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -61     -7   0.42  71.98   0.00 -11.18  -5.66   0.00   0.00   0.00
55.15
-------------------------------------------------------------------------
---
```

Segment Leq : 55.15 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-61	-7	0.42	71.98	0.00	-11.97	-5.66	0.00	0.00	0.00	54.36

Segment Leq : 54.36 dBA

Results segment # 3: MIIKANA (day)

Source height = 1.50 m

ROAD (0.00 + 59.70 + 0.00) = 59.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-54	63	0.42	65.75	0.00	-3.83	-2.22	0.00	0.00	0.00	59.70

Segment Leq : 59.70 dBA

Total Leq All Segments: 61.86 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 47.55 + 0.00) = 47.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-61	-7	0.42	64.39	0.00	-11.18	-5.66	0.00	0.00	0.00	47.55

Segment Leq : 47.55 dBA

Results segment # 2: BANK EB L (night)

Source height = 1.50 m

ROAD (0.00 + 46.76 + 0.00) = 46.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-61	-7	0.42	64.39	0.00	-11.97	-5.66	0.00	0.00	0.00	46.76

Segment Leq : 46.76 dBA

Results segment # 3: MIIKANA (night)

Source height = 1.50 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-54	63	0.42	58.16	0.00	-3.83	-2.22	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Total Leq All Segments: 54.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.86
(NIGHT): 54.26

STAMSON 5.0 NORMAL REPORT Date: 20-05-2025 15:25:36
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 8 FLOOR 3 SOUTH 1

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8000
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: MIIKANA (day/night)

Angle1 Angle2 : -35.00 deg 21.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 39.40 / 39.40 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: MIIKANA (day)

Source height = 1.50 m

ROAD (0.00 + 54.63 + 0.00) = 54.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-35	21	0.42	65.75	0.00	-5.96	-5.16	0.00	0.00	0.00	54.63

Segment Leq : 54.63 dBA

Total Leq All Segments: 54.63 dBA

Results segment # 1: MIIKANA (night)

Source height = 1.50 m

ROAD (0.00 + 47.04 + 0.00) = 47.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-35	21	0.42	58.16	0.00	-5.96	-5.16	0.00	0.00	0.00	47.04

Segment Leq : 47.04 dBA

Total Leq All Segments: 47.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.63
(NIGHT): 47.04

STAMSON 5.0 NORMAL REPORT Date: 15-05-2025 15:11:04
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 8 FLOOR 3 SOUTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : 17.00 deg 28.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 92.00 / 92.00 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           :  17.00 deg   28.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 104.50 / 104.50 m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: MIIKANA (day/night)
-------------------------------------------
Car traffic volume  :  6477/563   veh/TimePeriod  *
Medium truck volume :   515/45    veh/TimePeriod  *
Heavy truck volume  :   368/32    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: MIIKANA (day/night)
-----------------------------------------
Angle1   Angle2           :  31.00 deg   69.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  53.50 / 53.50  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 48.51 + 0.00) = 48.51 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    17     28   0.42  71.98   0.00 -11.19 -12.29   0.00   0.00   0.00
48.51
-------------------------------------------------------------------------
---
```

Segment Leq : 48.51 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 47.73 + 0.00) = 47.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
17	28	0.42	71.98	0.00	-11.97	-12.29	0.00	0.00	0.00	47.73

Segment Leq : 47.73 dBA

Results segment # 3: MIIKANA (day)

Source height = 1.50 m

ROAD (0.00 + 50.28 + 0.00) = 50.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
31	69	0.42	65.75	0.00	-7.84	-7.62	0.00	0.00	0.00	50.28

Segment Leq : 50.28 dBA

Total Leq All Segments: 53.75 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 40.92 + 0.00) = 40.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
17	28	0.42	64.39	0.00	-11.19	-12.29	0.00	0.00	0.00	40.92

Segment Leq : 40.92 dBA

Results segment # 2: BANK EB L (night)

Source height = 1.50 m

ROAD (0.00 + 40.13 + 0.00) = 40.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
17	28	0.42	64.39	0.00	-11.97	-12.29	0.00	0.00	0.00	40.13

Segment Leq : 40.13 dBA

Results segment # 3: MIIKANA (night)

Source height = 1.50 m

ROAD (0.00 + 42.69 + 0.00) = 42.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
31	69	0.42	58.16	0.00	-7.84	-7.62	0.00	0.00	0.00	42.69

Segment Leq : 42.69 dBA

Total Leq All Segments: 46.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.75
(NIGHT): 46.15

STAMSON 5.0 NORMAL REPORT Date: 15-05-2025 14:51:12
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 9 FLOOR 3 NORTH 1

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -7.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 78.02 / 78.02 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           :  -7.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  90.52 / 90.52  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: MIIKANA (day/night)
-------------------------------------------
Car traffic volume  :  6477/563   veh/TimePeriod  *
Medium truck volume :   515/45    veh/TimePeriod  *
Heavy truck volume  :   368/32    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: MIIKANA (day/night)
-----------------------------------------
Angle1   Angle2           :  17.00 deg   30.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  73.50 / 73.50  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 47.71 + 0.00) = 47.71 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
    -7      0   0.42  71.98   0.00 -10.17 -14.11   0.00   0.00   0.00
47.71
-------------------------------------------------------------------------------
---
```

Segment Leq : 47.71 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 46.79 + 0.00) = 46.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-7	0	0.42	71.98	0.00	-11.09	-14.11	0.00	0.00	0.00	46.79

Segment Leq : 46.79 dBA

Results segment # 3: MIIKANA (day)

Source height = 1.50 m

ROAD (0.00 + 44.37 + 0.00) = 44.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
17	30	0.42	65.75	0.00	-9.80	-11.58	0.00	0.00	0.00	44.37

Segment Leq : 44.37 dBA

Total Leq All Segments: 51.28 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 40.11 + 0.00) = 40.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-7	0	0.42	64.39	0.00	-10.17	-14.11	0.00	0.00	0.00	40.11

Segment Leq : 40.11 dBA

Results segment # 2: BANK EB L (night)

Source height = 1.50 m

ROAD (0.00 + 39.20 + 0.00) = 39.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-7	0	0.42	64.39	0.00	-11.09	-14.11	0.00	0.00	0.00	39.20

Segment Leq : 39.20 dBA

Results segment # 3: MIIKANA (night)

Source height = 1.50 m

ROAD (0.00 + 36.78 + 0.00) = 36.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
17	30	0.42	58.16	0.00	-9.80	-11.58	0.00	0.00	0.00	36.78

Segment Leq : 36.78 dBA

Total Leq All Segments: 43.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.28
(NIGHT): 43.68

STAMSON 5.0 NORMAL REPORT Date: 15-05-2025 15:04:13
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 9 FLOOR 3 NORTH 2

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -4.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.50 / 108.50 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           :  -4.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 121.00 / 121.00 m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: MIIKANA (day/night)
-------------------------------------------
Car traffic volume  :  6477/563   veh/TimePeriod  *
Medium truck volume :   515/45    veh/TimePeriod  *
Heavy truck volume  :   368/32    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: MIIKANA (day/night)
-----------------------------------------
Angle1   Angle2           :  -9.00 deg   23.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  59.70 / 59.70  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    -4      0   0.42  71.98   0.00 -12.20 -16.53   0.00   0.00   0.00
43.25
-------------------------------------------------------------------------
---
```

Segment Leq : 43.25 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 42.57 + 0.00) = 42.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-4	0	0.42	71.98	0.00	-12.88	-16.53	0.00	0.00	0.00	42.57

Segment Leq : 42.57 dBA

Results segment # 3: MIIKANA (day)

Source height = 1.50 m

ROAD (0.00 + 49.69 + 0.00) = 49.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-9	23	0.42	65.75	0.00	-8.52	-7.54	0.00	0.00	0.00	49.69

Segment Leq : 49.69 dBA

Total Leq All Segments: 51.22 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 35.65 + 0.00) = 35.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-4	0	0.42	64.39	0.00	-12.20	-16.53	0.00	0.00	0.00	35.65

Segment Leq : 35.65 dBA

Results segment # 2: BANK EB L (night)

Source height = 1.50 m

ROAD (0.00 + 34.98 + 0.00) = 34.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-4	0	0.42	64.39	0.00	-12.88	-16.53	0.00	0.00	0.00	34.98

Segment Leq : 34.98 dBA

Results segment # 3: MIIKANA (night)

Source height = 1.50 m

ROAD (0.00 + 42.10 + 0.00) = 42.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-9	23	0.42	58.16	0.00	-8.52	-7.54	0.00	0.00	0.00	42.10

Segment Leq : 42.10 dBA

Total Leq All Segments: 43.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.22
(NIGHT): 43.62

STAMSON 5.0 NORMAL REPORT Date: 15-05-2025 14:58:49
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 9 FLOOR 3 NORTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -7.00 deg 25.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.90 / 71.90 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           :  -7.00 deg   25.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  84.40 / 84.40  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: BANK WB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: BANK WB R (day/night)
-------------------------------------------
Angle1   Angle2           :  71.00 deg   84.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  71.90 / 71.90  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 4: BANK EB 6 (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
```

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

Data for Segment # 4: BANK EB 6 (day/night)
-------------------------------------------
Angle1   Angle2           :  71.00 deg   84.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  84.40 / 84.40  m
Receiver height           :   9.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 5: MIIKANA (day/night)
-------------------------------------------
Car traffic volume  :  6477/563   veh/TimePeriod  *
Medium truck volume :   515/45    veh/TimePeriod  *
Heavy truck volume  :   368/32    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 5: MIIKANA (day/night)
-------------------------------------------
Angle1   Angle2           :  12.00 deg   41.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  76.70 / 76.70  m
Receiver height           :   9.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 54.77 + 0.00) = 54.77 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
```

```
    -7     25   0.42  71.98   0.00  -9.67  -7.55   0.00   0.00   0.00
54.77
-------------------------------------------------------------------------
---

Segment Leq : 54.77 dBA

Results segment # 2: BANK EB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.78 + 0.00) = 53.78 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    -7     25   0.42  71.98   0.00 -10.65  -7.55   0.00   0.00   0.00
53.78
-------------------------------------------------------------------------
---

Segment Leq : 53.78 dBA

Results segment # 3: BANK WB R (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 48.06 + 0.00) = 48.06 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    71     84   0.42  71.98   0.00  -9.67 -14.26   0.00   0.00   0.00
48.06
-------------------------------------------------------------------------
---

Segment Leq : 48.06 dBA

Results segment # 4: BANK EB 6 (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 47.07 + 0.00) = 47.07 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    71     84   0.42  71.98   0.00 -10.65 -14.26   0.00   0.00   0.00
47.07
```

```
--------------------------------------------------------------------------
---

Segment Leq : 47.07 dBA

Results segment # 5: MIIKANA (day)
----------------------------------

Source height = 1.50 m

ROAD (0.00 + 47.53 + 0.00) = 47.53 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
---
    12     41   0.42  65.75   0.00 -10.06  -8.15   0.00   0.00   0.00
47.53
--------------------------------------------------------------------------
---

Segment Leq : 47.53 dBA

Total Leq All Segments: 58.51 dBA

Results segment # 1: BANK WB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 47.17 + 0.00) = 47.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
---
    -7     25   0.42  64.39   0.00  -9.67  -7.55   0.00   0.00   0.00
47.17
--------------------------------------------------------------------------
---

Segment Leq : 47.17 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 46.19 + 0.00) = 46.19 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
---
    -7     25   0.42  64.39   0.00 -10.65  -7.55   0.00   0.00   0.00
46.19
```

```
-------------------------------------------------------------------------
---

Segment Leq : 46.19 dBA

Results segment # 3: BANK WB R (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    71     84   0.42  64.39   0.00  -9.67 -14.26   0.00   0.00   0.00
40.46
-------------------------------------------------------------------------
---

Segment Leq : 40.46 dBA

Results segment # 4: BANK EB 6 (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 37.35 + 0.00) = 37.35 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    71     84   0.57  64.39   0.00 -11.78 -15.26   0.00   0.00   0.00
37.35
-------------------------------------------------------------------------
---

Segment Leq : 37.35 dBA

Results segment # 5: MIIKANA (night)
-------------------------------------

Source height = 1.50 m

ROAD (0.00 + 38.80 + 0.00) = 38.80 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    12     41   0.57  58.16   0.00 -11.13  -8.23   0.00   0.00   0.00
38.80
-------------------------------------------------------------------------
---
```

Segment Leq : 38.80 dBA

Total Leq All Segments: 50.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.51
(NIGHT): 50.71

STAMSON 5.0 NORMAL REPORT Date: 12-05-2025 11:21:03
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 09 FLOOR 3 SOUTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -30.00 deg 2.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.00 / 72.00 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           : -30.00 deg   2.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  84.50 / 84.50  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: BANK WB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 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):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: BANK WB R (day/night)
-------------------------------------------
Angle1   Angle2           :  64.00 deg   75.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  72.00 / 72.00  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 4: BANK EB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 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):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
```

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

Data for Segment # 4: BANK EB R (day/night)
-------------------------------------------
Angle1   Angle2           :  64.00 deg   75.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  84.50 / 84.50  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 54.73 + 0.00) = 54.73 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -30      2   0.42  71.98   0.00  -9.67  -7.58   0.00   0.00   0.00
54.73
-------------------------------------------------------------------------
---

Segment Leq : 54.73 dBA

Results segment # 2: BANK EB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.74 + 0.00) = 53.74 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -30      2   0.42  71.98   0.00 -10.66  -7.58   0.00   0.00   0.00
53.74
-------------------------------------------------------------------------
---

Segment Leq : 53.74 dBA

Results segment # 3: BANK WB R (day)
------------------------------------

Source height = 1.50 m
```

ROAD (0.00 + 48.24 + 0.00) = 48.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
64	75	0.42	71.98	0.00	-9.67	-14.07	0.00	0.00	0.00	48.24

Segment Leq : 48.24 dBA

Results segment # 4: BANK EB R (day)

Source height = 1.50 m

ROAD (0.00 + 47.26 + 0.00) = 47.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
64	75	0.42	71.98	0.00	-10.66	-14.07	0.00	0.00	0.00	47.26

Segment Leq : 47.26 dBA

Total Leq All Segments: 58.15 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 47.13 + 0.00) = 47.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-30	2	0.42	64.39	0.00	-9.67	-7.58	0.00	0.00	0.00	47.13

Segment Leq : 47.13 dBA

Results segment # 2: BANK EB L (night)

Source height = 1.50 m

ROAD (0.00 + 46.15 + 0.00) = 46.15 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -30      2   0.42  64.39   0.00 -10.66  -7.58   0.00   0.00   0.00
46.15
-------------------------------------------------------------------------
---

Segment Leq : 46.15 dBA

Results segment # 3: BANK WB R (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 40.65 + 0.00) = 40.65 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    64     75   0.42  64.39   0.00  -9.67 -14.07   0.00   0.00   0.00
40.65
-------------------------------------------------------------------------
---

Segment Leq : 40.65 dBA

Results segment # 4: BANK EB R (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 39.66 + 0.00) = 39.66 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    64     75   0.42  64.39   0.00 -10.66 -14.07   0.00   0.00   0.00
39.66
-------------------------------------------------------------------------
---

Segment Leq : 39.66 dBA

Total Leq All Segments: 50.56 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 58.15
                           (NIGHT): 50.56
```

STAMSON 5.0 NORMAL REPORT Date: 12-05-2025 10:40:11
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 10 FLOOR 3 SOUTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : 0.00 deg 3.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.40 / 95.40 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           :   0.00 deg   3.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 107.90 / 107.90 m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: BANK WB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: BANK WB R (day/night)
-------------------------------------------
Angle1   Angle2           :  27.00 deg   52.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  95.40 / 95.40  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 4: BANK EB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
```

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

Data for Segment # 4: BANK EB R (day/night)
-------------------------------------------
Angle1   Angle2           :  27.00 deg   52.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 107.90 / 107.90 m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 42.79 + 0.00) = 42.79 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0      3   0.42  71.98   0.00 -11.41 -17.78   0.00   0.00   0.00
42.79
-------------------------------------------------------------------------
---

Segment Leq : 42.79 dBA

Results segment # 2: BANK EB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 42.03 + 0.00) = 42.03 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0      3   0.42  71.98   0.00 -12.17 -17.78   0.00   0.00   0.00
42.03
-------------------------------------------------------------------------
---

Segment Leq : 42.03 dBA

Results segment # 3: BANK WB R (day)
------------------------------------

Source height = 1.50 m
```

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
27	52	0.42	71.98	0.00	-11.41	-9.07	0.00	0.00	0.00	51.51

Segment Leq : 51.51 dBA

Results segment # 4: BANK EB R (day)

Source height = 1.50 m

ROAD (0.00 + 50.75 + 0.00) = 50.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
27	52	0.42	71.98	0.00	-12.17	-9.07	0.00	0.00	0.00	50.75

Segment Leq : 50.75 dBA

Total Leq All Segments: 54.70 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 35.20 + 0.00) = 35.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	3	0.42	64.39	0.00	-11.41	-17.78	0.00	0.00	0.00	35.20

Segment Leq : 35.20 dBA

Results segment # 2: BANK EB L (night)

Source height = 1.50 m

ROAD (0.00 + 34.44 + 0.00) = 34.44 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0      3   0.42  64.39   0.00 -12.17 -17.78   0.00   0.00   0.00
34.44
-------------------------------------------------------------------------
---

Segment Leq : 34.44 dBA
Results segment # 3: BANK WB R (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    27     52   0.42  64.39   0.00 -11.41  -9.07   0.00   0.00   0.00
43.91
-------------------------------------------------------------------------
---

Segment Leq : 43.91 dBA

Results segment # 4: BANK EB R (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 43.15 + 0.00) = 43.15 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    27     52   0.42  64.39   0.00 -12.17  -9.07   0.00   0.00   0.00
43.15
-------------------------------------------------------------------------
---

Segment Leq : 43.15 dBA

Total Leq All Segments: 47.11 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 54.70
                           (NIGHT): 47.11
```

STAMSON 5.0 NORMAL REPORT Date: 12-05-2025 09:04:59
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 11 FLOOR 3 NORTH 1

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -37.00 deg -19.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 80.20 / 80.20 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2 : -37.00 deg -19.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 92.70 / 92.70 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK WB L (day)

Source height = 1.50 m

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-37	-19	0.42	71.98	0.00	-10.34	-10.24	0.00	0.00	0.00	51.41

Segment Leq : 51.41 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 50.52 + 0.00) = 50.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-37	-19	0.42	71.98	0.00	-11.23	-10.24	0.00	0.00	0.00	50.52

Segment Leq : 50.52 dBA

Total Leq All Segments: 54.00 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -37    -19   0.42  64.39   0.00 -10.34 -10.24   0.00   0.00   0.00
43.81
-------------------------------------------------------------------------
---

Segment Leq : 43.81 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 42.92 + 0.00) = 42.92 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -37    -19   0.42  64.39   0.00 -11.23 -10.24   0.00   0.00   0.00
42.92
-------------------------------------------------------------------------
---

Segment Leq : 42.92 dBA

Total Leq All Segments: 46.40 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 54.00
                           (NIGHT): 46.40
```

STAMSON 5.0 NORMAL REPORT Date: 20-05-2025 15:46:14
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 11 FLOOR 3 NORTH 2

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -41.00 deg -22.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 74.10 / 74.10 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2 : -41.00 deg -22.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 86.60 / 86.60 m
Receiver height : 9.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK WB L (day)

Source height = 1.50 m

ROAD (0.00 + 52.07 + 0.00) = 52.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-41	-22	0.42	71.98	0.00	-9.85	-10.07	0.00	0.00	0.00	52.07

Segment Leq : 52.07 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 51.11 + 0.00) = 51.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-41	-22	0.42	71.98	0.00	-10.81	-10.07	0.00	0.00	0.00	51.11

Segment Leq : 51.11 dBA

Total Leq All Segments: 54.63 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 44.47 + 0.00) = 44.47 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -41    -22   0.42  64.39   0.00  -9.85 -10.07   0.00   0.00   0.00
44.47
-------------------------------------------------------------------------
---

Segment Leq : 44.47 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 42.26 + 0.00) = 42.26 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -41    -22   0.57  64.39   0.00 -11.96 -10.17   0.00   0.00   0.00
42.26
-------------------------------------------------------------------------
---

Segment Leq : 42.26 dBA

Total Leq All Segments: 46.51 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 54.63
                           (NIGHT): 46.51
```

STAMSON 5.0 NORMAL REPORT Date: 20-05-2025 16:11:17
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 11 FLOOR 3 NORTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -44.00 deg -26.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 68.00 / 68.00 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           : -44.00 deg   -26.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  80.50 / 80.50  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: BANK WB M (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: BANK WB M (day/night)
-------------------------------------------
Angle1   Angle2           :  23.00 deg   29.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  68.00 / 68.00  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 4: BANK EB M (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
```

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

Data for Segment # 4: BANK EB M (day/night)
-------------------------------------------
Angle1   Angle2           :  23.00 deg   29.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  80.50 / 80.50  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 5: BANK WB R (day/night)
---------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 5: BANK WB R (day/night)
-------------------------------------------
Angle1   Angle2           :  62.00 deg   85.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  68.00 / 68.00  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 6: BANK EB R (day/night)
---------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

```
    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 6: BANK EB R (day/night)
-------------------------------------------
Angle1   Angle2           :  62.00 deg   85.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  80.50 / 80.50  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 7: MIIKANA (day/night)
-------------------------------------------
Car traffic volume  :  6477/563   veh/TimePeriod  *
Medium truck volume :   515/45    veh/TimePeriod  *
Heavy truck volume  :   368/32    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 7: MIIKANA (day/night)
-------------------------------------------
Angle1   Angle2           :  23.00 deg   29.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 109.90 / 109.90 m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA
```

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -44    -26   0.42  71.98   0.00  -9.32 -10.37   0.00   0.00   0.00
52.29
-------------------------------------------------------------------------
---

Segment Leq : 52.29 dBA

Results segment # 2: BANK EB L (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 51.25 + 0.00) = 51.25 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -44    -26   0.42  71.98   0.00 -10.36 -10.37   0.00   0.00   0.00
51.25
-------------------------------------------------------------------------
---

Segment Leq : 51.25 dBA

Results segment # 3: BANK WB M (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    23     29   0.42  71.98   0.00  -9.32 -14.97   0.00   0.00   0.00
47.70
-------------------------------------------------------------------------
---

Segment Leq : 47.70 dBA

Results segment # 4: BANK EB M (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 46.66 + 0.00) = 46.66 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
```

```
-------------------------------------------------------------------------
---
    23     29   0.42  71.98   0.00 -10.36 -14.97   0.00   0.00   0.00
46.66
-------------------------------------------------------------------------
---

Segment Leq : 46.66 dBA

Results segment # 5: BANK WB R (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 51.33 + 0.00) = 51.33 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    62     85   0.42  71.98   0.00  -9.32 -11.34   0.00   0.00   0.00
51.33
-------------------------------------------------------------------------
---

Segment Leq : 51.33 dBA

Results segment # 6: BANK EB R (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 50.28 + 0.00) = 50.28 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    62     85   0.42  71.98   0.00 -10.36 -11.34   0.00   0.00   0.00
50.28
-------------------------------------------------------------------------
---

Segment Leq : 50.28 dBA

Results segment # 7: MIIKANA (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 38.50 + 0.00) = 38.50 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
```

```
    23     29   0.42  65.75   0.00 -12.28 -14.97   0.00   0.00   0.00
38.50
-------------------------------------------------------------------------
---

Segment Leq : 38.50 dBA

Total Leq All Segments: 58.18 dBA

Results segment # 1: BANK WB L (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 44.69 + 0.00) = 44.69 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -44    -26   0.42  64.39   0.00  -9.32 -10.37   0.00   0.00   0.00
44.69
-------------------------------------------------------------------------
---

Segment Leq : 44.69 dBA

Results segment # 2: BANK EB L (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 43.65 + 0.00) = 43.65 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -44    -26   0.42  64.39   0.00 -10.36 -10.37   0.00   0.00   0.00
43.65
-------------------------------------------------------------------------
---

Segment Leq : 43.65 dBA

Results segment # 3: BANK WB M (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 40.10 + 0.00) = 40.10 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
```

```
    23     29   0.42  64.39   0.00  -9.32 -14.97   0.00   0.00   0.00
40.10
-------------------------------------------------------------------------
---

Segment Leq : 40.10 dBA

Results segment # 4: BANK EB M (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 39.06 + 0.00) = 39.06 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    23     29   0.42  64.39   0.00 -10.36 -14.97   0.00   0.00   0.00
39.06
-------------------------------------------------------------------------
---

Segment Leq : 39.06 dBA

Results segment # 5: BANK WB R (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 43.73 + 0.00) = 43.73 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    62     85   0.42  64.39   0.00  -9.32 -11.34   0.00   0.00   0.00
43.73
-------------------------------------------------------------------------
---

Segment Leq : 43.73 dBA

Results segment # 6: BANK EB R (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 42.69 + 0.00) = 42.69 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    62     85   0.42  64.39   0.00 -10.36 -11.34   0.00   0.00   0.00
42.69
```

```
------------------------------------------------------------------------
---

Segment Leq : 42.69 dBA

Results segment # 7: MIIKANA (night)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 30.91 + 0.00) = 30.91 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
------------------------------------------------------------------------
---
    23     29   0.42  58.16   0.00 -12.28 -14.97   0.00   0.00   0.00
30.91
------------------------------------------------------------------------
---

Segment Leq : 30.91 dBA

Total Leq All Segments: 50.58 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 58.18
                           (NIGHT): 50.58
```

STAMSON 5.0 NORMAL REPORT Date: 21-05-2025 08:38:32
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 11 FLOOR 3 SOUTH 1

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : 0.00 deg 5.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 86.30 / 86.30 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           :   0.00 deg   5.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  98.80 / 98.80  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: BANK WB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 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):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: BANK WB R (day/night)
-------------------------------------------
Angle1   Angle2           :  32.00 deg   67.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  86.30 / 86.30  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 4: BANK EB R (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 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):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
```

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

Data for Segment # 4: BANK EB R (day/night)
-------------------------------------------
Angle1   Angle2           :  32.00 deg   67.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  98.80 / 98.80  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0      5   0.42  71.98   0.00 -10.79 -15.57   0.00   0.00   0.00
45.63
-------------------------------------------------------------------------
---

Segment Leq : 45.63 dBA

Results segment # 2: BANK EB L (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 44.79 + 0.00) = 44.79 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0      5   0.42  71.98   0.00 -11.63 -15.57   0.00   0.00   0.00
44.79
-------------------------------------------------------------------------
---

Segment Leq : 44.79 dBA



Results segment # 3: BANK WB R (day)
-----------------------------------
```

Source height = 1.50 m

ROAD (0.00 + 53.24 + 0.00) = 53.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
32	67	0.42	71.98	0.00	-10.79	-7.95	0.00	0.00	0.00	53.24

Segment Leq : 53.24 dBA

Results segment # 4: BANK EB R (day)

Source height = 1.50 m

ROAD (0.00 + 52.41 + 0.00) = 52.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
32	67	0.42	71.98	0.00	-11.63	-7.95	0.00	0.00	0.00	52.41

Segment Leq : 52.41 dBA

Total Leq All Segments: 56.55 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	5	0.42	64.39	0.00	-10.79	-15.57	0.00	0.00	0.00	38.03

Segment Leq : 38.03 dBA

Results segment # 2: BANK EB L (night)

Source height = 1.50 m

ROAD (0.00 + 37.20 + 0.00) = 37.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	5	0.42	64.39	0.00	-11.63	-15.57	0.00	0.00	0.00	37.20

Segment Leq : 37.20 dBA

Results segment # 3: BANK WB R (night)

Source height = 1.50 m

ROAD (0.00 + 45.64 + 0.00) = 45.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
32	67	0.42	64.39	0.00	-10.79	-7.95	0.00	0.00	0.00	45.64

Segment Leq : 45.64 dBA

Results segment # 4: BANK EB R (night)

Source height = 1.50 m

ROAD (0.00 + 44.81 + 0.00) = 44.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
32	67	0.42	64.39	0.00	-11.63	-7.95	0.00	0.00	0.00	44.81

Segment Leq : 44.81 dBA

Total Leq All Segments: 48.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.55
(NIGHT): 48.95

STAMSON 5.0 NORMAL REPORT Date: 14-05-2025 13:27:15
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 11 FLOOR 3 SOUTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -56.00 deg -52.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 68.00 / 68.00 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB L (day/night)
-------------------------------------------
Angle1   Angle2           : -56.00 deg   -52.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  80.50 / 80.50  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 3: BANK WB M (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: BANK WB M (day/night)
-------------------------------------------
Angle1   Angle2           : -13.00 deg   4.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  68.00 / 68.00  m
Receiver height           :   9.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 4: BANK EB M (day/night)
-------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
```

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

Data for Segment # 4: BANK EB M (day/night)
-------------------------------------------
Angle1   Angle2           : -13.00 deg   4.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  80.50 / 80.50  m
Receiver height           :   9.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 5: BANK WB R (day/night)
---------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 5: BANK WB R (day/night)
-------------------------------------------
Angle1   Angle2           :  46.00 deg   82.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  68.00 / 68.00  m
Receiver height           :   9.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 6: BANK EB R (day/night)
---------------------------------------------
Car traffic volume  : 14168/1232  veh/TimePeriod  *
Medium truck volume :  1127/98    veh/TimePeriod  *
Heavy truck volume  :   805/70    veh/TimePeriod  *
Posted speed limit  :    70 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

```
    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 6: BANK EB R (day/night)
-------------------------------------------
Angle1   Angle2           :  46.00 deg   82.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  80.50 / 80.50  m
Receiver height           :   9.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -56    -52   0.42  71.98   0.00  -9.32 -17.50   0.00   0.00   0.00
45.16
-------------------------------------------------------------------------
---

Segment Leq : 45.16 dBA

Results segment # 2: BANK EB L (day)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 44.12 + 0.00) = 44.12 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -56    -52   0.42  71.98   0.00 -10.36 -17.50   0.00   0.00   0.00
44.12
-------------------------------------------------------------------------
---

Segment Leq : 44.12 dBA
```

Results segment # 3: BANK WB M (day)

Source height = 1.50 m

ROAD (0.00 + 52.40 + 0.00) = 52.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-13	4	0.42	71.98	0.00	-9.32	-10.26	0.00	0.00	0.00	52.40

Segment Leq : 52.40 dBA

Results segment # 4: BANK EB M (day)

Source height = 1.50 m

ROAD (0.00 + 51.36 + 0.00) = 51.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-13	4	0.42	71.98	0.00	-10.36	-10.26	0.00	0.00	0.00	51.36

Segment Leq : 51.36 dBA

Results segment # 5: BANK WB R (day)

Source height = 1.50 m

ROAD (0.00 + 54.05 + 0.00) = 54.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
46	82	0.42	71.98	0.00	-9.32	-8.61	0.00	0.00	0.00	54.05

Segment Leq : 54.05 dBA

Results segment # 6: BANK EB R (day)

Source height = 1.50 m

ROAD (0.00 + 53.01 + 0.00) = 53.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
46	82	0.42	71.98	0.00	-10.36	-8.61	0.00	0.00	0.00	53.01

Segment Leq : 53.01 dBA

Total Leq All Segments: 59.16 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-56	-52	0.42	64.39	0.00	-9.32	-17.50	0.00	0.00	0.00	37.56

Segment Leq : 37.56 dBA

Results segment # 2: BANK EB L (night)

Source height = 1.50 m

ROAD (0.00 + 36.52 + 0.00) = 36.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-56	-52	0.42	64.39	0.00	-10.36	-17.50	0.00	0.00	0.00	36.52

Segment Leq : 36.52 dBA

Results segment # 3: BANK WB M (night)

Source height = 1.50 m

ROAD (0.00 + 43.82 + 0.00) = 43.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-13	4	0.57	64.39	0.00	-10.31	-10.27	0.00	0.00	0.00	43.82

Segment Leq : 43.82 dBA

Results segment # 4: BANK EB M (night)

Source height = 1.50 m

ROAD (0.00 + 42.67 + 0.00) = 42.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-13	4	0.57	64.39	0.00	-11.46	-10.27	0.00	0.00	0.00	42.67

Segment Leq : 42.67 dBA

Results segment # 5: BANK WB R (night)

Source height = 1.50 m

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
46	82	0.57	64.39	0.00	-10.31	-9.16	0.00	0.00	0.00	44.93

Segment Leq : 44.93 dBA

Results segment # 6: BANK EB R (night)

Source height = 1.50 m

ROAD (0.00 + 43.77 + 0.00) = 43.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
46	82	0.57	64.39	0.00	-11.46	-9.16	0.00	0.00	0.00	43.77

Segment Leq : 43.77 dBA

Total Leq All Segments: 50.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.16
(NIGHT): 50.32

STAMSON 5.0 NORMAL REPORT Date: 09-05-2025 13:39:33
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b53f.te Time Period: Day/Night 16/8 hours
Description: Building 12 Floor 3

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

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

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

```
    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00
```

Data for Segment # 1: BANK WB (day/night)

```
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  20.60 / 20.60  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

Road data, segment # 2: BANK EB (day/night)

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

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

```
    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00
```

Data for Segment # 2: BANK EB (day/night)

Angle1 Angle2	: -90.00 deg	90.00 deg
Wood depth	: 0	(No woods.)
No of house rows	: 0 / 0	
Surface	: 1	(Absorptive ground surface)
Receiver source distance	: 33.00 / 33.00	m
Receiver height	: 9.50 / 9.50	m
Topography	: 1	(Flat/gentle slope; no barrier)
Reference angle	: 0.00	

Results segment # 1: BANK WB (day)

Source height = 1.50 m

ROAD (0.00 + 69.01 + 0.00) = 69.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	71.98	0.00	-1.96	-1.02	0.00	0.00	0.00	69.01

Segment Leq : 69.01 dBA

Results segment # 2: BANK EB (day)

Source height = 1.50 m

ROAD (0.00 + 66.10 + 0.00) = 66.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	71.98	0.00	-4.86	-1.02	0.00	0.00	0.00	66.10

Segment Leq : 66.10 dBA

Total Leq All Segments: 70.80 dBA

Results segment # 1: BANK WB (night)

Source height = 1.50 m

ROAD (0.00 + 61.41 + 0.00) = 61.41 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     90   0.42  64.39   0.00  -1.96  -1.02   0.00   0.00   0.00
61.41
-------------------------------------------------------------------------
---

Segment Leq : 61.41 dBA

Results segment # 2: BANK EB (night)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 58.50 + 0.00) = 58.50 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     90   0.42  64.39   0.00  -4.86  -1.02   0.00   0.00   0.00
58.50
-------------------------------------------------------------------------
---

Segment Leq : 58.50 dBA

Total Leq All Segments: 63.20 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 70.80
                           (NIGHT): 63.20
```

STAMSON 5.0 NORMAL REPORT Date: 14-05-2025 13:06:03
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 12 FLOOR 3 NORTH 1

Road data, segment # 1: BANK WB L` (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L` (day/night)

Angle1 Angle2 : -83.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.50 / 27.50 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2 : -83.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 40.00 / 40.00 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK WB L` (day)

Source height = 1.50 m

ROAD (0.00 + 64.09 + 0.00) = 64.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-83	0	0.42	71.98	0.00	-3.74	-4.16	0.00	0.00	0.00	64.09

Segment Leq : 64.09 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 61.78 + 0.00) = 61.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-83	0	0.42	71.98	0.00	-6.05	-4.16	0.00	0.00	0.00	61.78

Segment Leq : 61.78 dBA

Total Leq All Segments: 66.10 dBA

Results segment # 1: BANK WB L` (night)

Source height = 1.50 m

ROAD (0.00 + 56.49 + 0.00) = 56.49 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -83      0   0.42  64.39   0.00  -3.74  -4.16   0.00   0.00   0.00
56.49
-------------------------------------------------------------------------
---

Segment Leq : 56.49 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 54.18 + 0.00) = 54.18 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -83      0   0.42  64.39   0.00  -6.05  -4.16   0.00   0.00   0.00
54.18
-------------------------------------------------------------------------
---

Segment Leq : 54.18 dBA

Total Leq All Segments: 58.50 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 66.10
                           (NIGHT): 58.50
```

STAMSON 5.0 NORMAL REPORT Date: 09-05-2025 14:12:10
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b53f.te Time Period: Day/Night 16/8 hours
Description: Building 12 Floor 3 North

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

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

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

```
    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00
```

Data for Segment # 1: BANK WB (day/night)

```
Angle1   Angle2           : -75.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  32.10 / 32.10  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

Road data, segment # 2: BANK EB (day/night)

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

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

```
    24 hr Traffic Volume (AADT or SADT):  17500
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00
```

Data for Segment # 2: BANK EB (day/night)

Angle1 Angle2	: -75.00 deg	0.00 deg
Wood depth	: 0	(No woods.)
No of house rows	: 0 / 0	
Surface	: 1	(Absorptive ground surface)
Receiver source distance	: 44.60 / 44.60	m
Receiver height	: 9.50 / 9.50	m
Topography	: 1	(Flat/gentle slope; no barrier)
Reference angle	: 0.00	

Results segment # 1: BANK WB (day)

Source height = 1.50 m

ROAD (0.00 + 62.88 + 0.00) = 62.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-75	0	0.42	71.98	0.00	-4.69	-4.42	0.00	0.00	0.00	62.88

Segment Leq : 62.88 dBA

Results segment # 2: BANK EB (day)

Source height = 1.50 m

ROAD (0.00 + 60.85 + 0.00) = 60.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-75	0	0.42	71.98	0.00	-6.72	-4.42	0.00	0.00	0.00	60.85

Segment Leq : 60.85 dBA

Total Leq All Segments: 64.99 dBA

Results segment # 1: BANK WB (night)

Source height = 1.50 m

ROAD (0.00 + 55.28 + 0.00) = 55.28 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -75      0   0.42  64.39   0.00  -4.69  -4.42   0.00   0.00   0.00
55.28
-------------------------------------------------------------------------
---

Segment Leq : 55.28 dBA

Results segment # 2: BANK EB (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
-------------------------------------------------------------------------
---
   -75      0   0.42  64.39   0.00  -6.72  -4.42   0.00   0.00   0.00
53.25
-------------------------------------------------------------------------
---

Segment Leq : 53.25 dBA

Total Leq All Segments: 57.39 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 64.99
                           (NIGHT): 57.39
```

STAMSON 5.0 NORMAL REPORT Date: 15-05-2025 11:17:37
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 12 FLOOR 3 SOUTH 1

Road data, segment # 1: BANK ST WB (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK ST WB (day/night)

Angle1 Angle2 : 0.00 deg 68.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.50 / 27.50 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK ST EB (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK ST EB (day/night)

Angle1 Angle2 : 0.00 deg 68.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 40.00 / 40.00 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK ST WB (day)

Source height = 1.50 m

ROAD (0.00 + 63.53 + 0.00) = 63.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	68	0.42	71.98	0.00	-3.74	-4.71	0.00	0.00	0.00	63.53

Segment Leq : 63.53 dBA

Results segment # 2: BANK ST EB (day)

Source height = 1.50 m

ROAD (0.00 + 61.22 + 0.00) = 61.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	68	0.42	71.98	0.00	-6.05	-4.71	0.00	0.00	0.00	61.22

Segment Leq : 61.22 dBA

Total Leq All Segments: 65.54 dBA

Results segment # 1: BANK ST WB (night)

Source height = 1.50 m

ROAD (0.00 + 55.94 + 0.00) = 55.94 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     68   0.42  64.39   0.00  -3.74  -4.71   0.00   0.00   0.00
55.94
-------------------------------------------------------------------------
---

Segment Leq : 55.94 dBA

Results segment # 2: BANK ST EB (night)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     68   0.42  64.39   0.00  -6.05  -4.71   0.00   0.00   0.00
53.63
-------------------------------------------------------------------------
---

Segment Leq : 53.63 dBA

Total Leq All Segments: 57.95 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 65.54
                           (NIGHT): 57.95
```

STAMSON 5.0 NORMAL REPORT Date: 14-05-2025 13:00:55
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 12 FLOOR 3 SOUTH

Road data, segment # 1: BANK WB L` (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L` (day/night)

Angle1 Angle2 : 0.00 deg 45.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 35.70 / 35.70 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2	:	0.00 deg	45.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	0 / 0	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	48.20 / 48.20	m
Receiver height	:	9.50 / 9.50	m
Topography	:	1	(Flat/gentle slope; no barrier)
Reference angle	:	0.00	

Results segment # 1: BANK WB L` (day)

Source height = 1.50 m

ROAD (0.00 + 60.42 + 0.00) = 60.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	45	0.42	71.98	0.00	-5.35	-6.22	0.00	0.00	0.00	60.42

Segment Leq : 60.42 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 58.57 + 0.00) = 58.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	45	0.42	71.98	0.00	-7.20	-6.22	0.00	0.00	0.00	58.57

Segment Leq : 58.57 dBA

Total Leq All Segments: 62.60 dBA

Results segment # 1: BANK WB L` (night)

Source height = 1.50 m

ROAD (0.00 + 52.82 + 0.00) = 52.82 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     45   0.42  64.39   0.00  -5.35  -6.22   0.00   0.00   0.00
52.82
-------------------------------------------------------------------------
---

Segment Leq : 52.82 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 50.97 + 0.00) = 50.97 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     45   0.42  64.39   0.00  -7.20  -6.22   0.00   0.00   0.00
50.97
-------------------------------------------------------------------------
---

Segment Leq : 50.97 dBA

Total Leq All Segments: 55.00 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 62.60
                           (NIGHT): 55.00
```

STAMSON 5.0 NORMAL REPORT Date: 09-05-2025 13:51:22
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b53f.te Time Period: Day/Night 16/8 hours
Description: Building 13 Floor 3 North

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

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB (day/night)

Angle1 Angle2 : -65.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.80 / 27.80 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

```
Data for Segment # 2: BANK EB (day/night)
-----------------------------------------
Angle1   Angle2           : -65.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  40.30 / 40.30  m
Receiver height           :   9.50 / 9.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: BANK WB (day)
----------------------------------

Source height = 1.50 m

ROAD (0.00 + 63.32 + 0.00) = 63.32 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -65      0   0.42  71.98   0.00  -3.81  -4.86   0.00   0.00   0.00
63.32
-------------------------------------------------------------------------
---

Segment Leq : 63.32 dBA

Results segment # 2: BANK EB (day)
----------------------------------

Source height = 1.50 m

ROAD (0.00 + 61.03 + 0.00) = 61.03 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -65      0   0.42  71.98   0.00  -6.10  -4.86   0.00   0.00   0.00
61.03
-------------------------------------------------------------------------
---

Segment Leq : 61.03 dBA

Total Leq All Segments: 65.33 dBA

Results segment # 1: BANK WB (night)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 55.72 + 0.00) = 55.72 dBA
```

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -65      0   0.42  64.39   0.00  -3.81  -4.86   0.00   0.00   0.00
55.72
-------------------------------------------------------------------------
---

Segment Leq : 55.72 dBA

Results segment # 2: BANK EB (night)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.43 + 0.00) = 53.43 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -65      0   0.42  64.39   0.00  -6.10  -4.86   0.00   0.00   0.00
53.43
-------------------------------------------------------------------------
---

Segment Leq : 53.43 dBA

Total Leq All Segments: 57.73 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 65.33
                           (NIGHT): 57.73
```

STAMSON 5.0 NORMAL REPORT Date: 16-05-2025 10:11:57
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 13 FLOOR 3 SOUTH 1

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.10 / 32.10 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2	:	0.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	0 / 0	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	44.60 / 44.60	m
Receiver height	:	9.50 / 9.50	m
Topography	:	1	(Flat/gentle slope; no barrier)
Reference angle	:	0.00	

Results segment # 1: BANK WB L (day)

Source height = 1.50 m

ROAD (0.00 + 63.26 + 0.00) = 63.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.42	71.98	0.00	-4.69	-4.03	0.00	0.00	0.00	63.26

Segment Leq : 63.26 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 61.23 + 0.00) = 61.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.42	71.98	0.00	-6.72	-4.03	0.00	0.00	0.00	61.23

Segment Leq : 61.23 dBA

Total Leq All Segments: 65.37 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 55.66 + 0.00) = 55.66 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     90   0.42  64.39   0.00  -4.69  -4.03   0.00   0.00   0.00
55.66
-------------------------------------------------------------------------
---

Segment Leq : 55.66 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.64 + 0.00) = 53.64 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     90   0.42  64.39   0.00  -6.72  -4.03   0.00   0.00   0.00
53.64
-------------------------------------------------------------------------
---

Segment Leq : 53.64 dBA

Total Leq All Segments: 57.78 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 65.37
                           (NIGHT): 57.78
```

STAMSON 5.0 NORMAL REPORT Date: 09-05-2025 14:03:27
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b53f.te Time Period: Day/Night 16/8 hours
Description: Building 13 Floor 3 South

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

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 35.60 / 35.60 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB (day/night)

Angle1 Angle2	:	0.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	0 / 0	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	48.20 / 48.20	m
Receiver height	:	9.50 / 9.50	m
Topography	:	1	(Flat/gentle slope; no barrier)
Reference angle	:	0.00	

Results segment # 1: BANK WB (day)

Source height = 1.50 m

ROAD (0.00 + 62.62 + 0.00) = 62.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.42	71.98	0.00	-5.33	-4.03	0.00	0.00	0.00	62.62

Segment Leq : 62.62 dBA

Results segment # 2: BANK EB (day)

Source height = 1.50 m

ROAD (0.00 + 60.75 + 0.00) = 60.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.42	71.98	0.00	-7.20	-4.03	0.00	0.00	0.00	60.75

Segment Leq : 60.75 dBA

Total Leq All Segments: 64.80 dBA

Results segment # 1: BANK WB (night)

Source height = 1.50 m

ROAD (0.00 + 55.03 + 0.00) = 55.03 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     90   0.42  64.39   0.00  -5.33  -4.03   0.00   0.00   0.00
55.03
-------------------------------------------------------------------------
---

Segment Leq : 55.03 dBA

Results segment # 2: BANK EB (night)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.16 + 0.00) = 53.16 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     90   0.42  64.39   0.00  -7.20  -4.03   0.00   0.00   0.00
53.16
-------------------------------------------------------------------------
---

Segment Leq : 53.16 dBA

Total Leq All Segments: 57.21 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 64.80
                           (NIGHT): 57.21
```

STAMSON 5.0 NORMAL REPORT Date: 12-05-2025 10:46:45
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 14 FLOOR 3

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -54.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 58.50 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2 : -54.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 71.00 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK WB L (day)

Source height = 1.50 m

ROAD (0.00 + 61.89 + 0.00) = 61.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-54	90	0.42	71.98	0.00	-8.39	-1.70	0.00	0.00	0.00	61.89

Segment Leq : 61.89 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 60.69 + 0.00) = 60.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-54	90	0.42	71.98	0.00	-9.59	-1.70	0.00	0.00	0.00	60.69

Segment Leq : 60.69 dBA

Total Leq All Segments: 64.34 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 54.29 + 0.00) = 54.29 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -54     90   0.42  64.39   0.00  -8.39  -1.70   0.00   0.00   0.00
54.29
-------------------------------------------------------------------------
---

Segment Leq : 54.29 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.10 + 0.00) = 53.10 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -54     90   0.42  64.39   0.00  -9.59  -1.70   0.00   0.00   0.00
53.10
-------------------------------------------------------------------------
---

Segment Leq : 53.10 dBA

Total Leq All Segments: 56.75 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 64.34
                           (NIGHT): 56.75
```

STAMSON 5.0 NORMAL REPORT Date: 12-05-2025 10:50:26
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 14 FLOOR 3 NORTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -39.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.80 / 71.80 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2	: -39.00 deg	0.00 deg
Wood depth	: 0	(No woods.)
No of house rows	: 0 / 0	
Surface	: 1	(Absorptive ground surface)
Receiver source distance	: 84.30 / 84.30	m
Receiver height	: 9.50 / 9.50	m
Topography	: 1	(Flat/gentle slope; no barrier)
Reference angle	: 0.00	

Results segment # 1: BANK WB L (day)

Source height = 1.50 m

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-39	0	0.42	71.98	0.00	-9.66	-6.79	0.00	0.00	0.00	55.54

Segment Leq : 55.54 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 54.55 + 0.00) = 54.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-39	0	0.42	71.98	0.00	-10.65	-6.79	0.00	0.00	0.00	54.55

Segment Leq : 54.55 dBA

Total Leq All Segments: 58.08 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 47.94 + 0.00) = 47.94 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -39      0   0.42  64.39   0.00  -9.66  -6.79   0.00   0.00   0.00
47.94
-------------------------------------------------------------------------
---

Segment Leq : 47.94 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 46.95 + 0.00) = 46.95 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -39      0   0.42  64.39   0.00 -10.65  -6.79   0.00   0.00   0.00
46.95
-------------------------------------------------------------------------
---

Segment Leq : 46.95 dBA

Total Leq All Segments: 50.48 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 58.08
                           (NIGHT): 50.48
```

STAMSON 5.0 NORMAL REPORT Date: 12-05-2025 10:52:08
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: BUILDING 14 FLOOR 3 SOUTH

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.80 / 71.80 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 84.30 / 84.30 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK WB L (day)

Source height = 1.50 m

ROAD (0.00 + 58.30 + 0.00) = 58.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.42	71.98	0.00	-9.66	-4.03	0.00	0.00	0.00	58.30

Segment Leq : 58.30 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 57.31 + 0.00) = 57.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.42	71.98	0.00	-10.65	-4.03	0.00	0.00	0.00	57.31

Segment Leq : 57.31 dBA

Total Leq All Segments: 60.84 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 50.70 + 0.00) = 50.70 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     90   0.42  64.39   0.00  -9.66  -4.03   0.00   0.00   0.00
50.70
-------------------------------------------------------------------------
---

Segment Leq : 50.70 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 49.71 + 0.00) = 49.71 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     90   0.42  64.39   0.00 -10.65  -4.03   0.00   0.00   0.00
49.71
-------------------------------------------------------------------------
---

Segment Leq : 49.71 dBA

Total Leq All Segments: 53.24 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 60.84
                           (NIGHT): 53.24
```

STAMSON 5.0 NORMAL REPORT Date: 15-05-2025 16:09:59
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: FUTURE BLDG FLOOR 3 NORTH

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

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB (day/night)

Angle1 Angle2 : -75.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.70 / 32.70 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB (day/night)

Angle1 Angle2	: -75.00 deg	0.00 deg
Wood depth	: 0	(No woods.)
No of house rows	: 0 / 0	
Surface	: 1	(Absorptive ground surface)
Receiver source distance	: 45.20 / 45.20	m
Receiver height	: 9.50 / 4.50	m
Topography	: 1	(Flat/gentle slope; no barrier)
Reference angle	: 0.00	

Results segment # 1: BANK WB (day)

Source height = 1.50 m

ROAD (0.00 + 62.76 + 0.00) = 62.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-75	0	0.42	71.98	0.00	-4.81	-4.42	0.00	0.00	0.00	62.76

Segment Leq : 62.76 dBA

Results segment # 2: BANK EB (day)

Source height = 1.50 m

ROAD (0.00 + 60.77 + 0.00) = 60.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-75	0	0.42	71.98	0.00	-6.80	-4.42	0.00	0.00	0.00	60.77

Segment Leq : 60.77 dBA

Total Leq All Segments: 64.89 dBA

Results segment # 1: BANK WB (night)

Source height = 1.50 m

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
-------------------------------------------------------------------------
---
   -75      0   0.42  64.39   0.00  -4.81  -4.42   0.00   0.00   0.00
55.17
-------------------------------------------------------------------------
---

Segment Leq : 55.17 dBA

Results segment # 2: BANK EB (night)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 52.25 + 0.00) = 52.25 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -75      0   0.57  64.39   0.00  -7.52  -4.61   0.00   0.00   0.00
52.25
-------------------------------------------------------------------------
---

Segment Leq : 52.25 dBA

Total Leq All Segments: 56.96 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 64.89
                           (NIGHT): 56.96
```

STAMSON 5.0 NORMAL REPORT Date: 15-05-2025 16:08:21
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: FUTURE BLDG FLOOR 3 SOUTH

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

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.70 / 32.70 m
Receiver height : 9.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB (day/night)

Angle1 Angle2	:	0.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	0 / 0	
Surface	:	1	(Absorptive ground surface)
Receiver source distance	:	45.20 / 45.20	m
Receiver height	:	9.50 / 4.50	m
Topography	:	1	(Flat/gentle slope; no barrier)
Reference angle	:	0.00	

Results segment # 1: BANK WB (day)

Source height = 1.50 m

ROAD (0.00 + 63.15 + 0.00) = 63.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.42	71.98	0.00	-4.81	-4.03	0.00	0.00	0.00	63.15

Segment Leq : 63.15 dBA

Results segment # 2: BANK EB (day)

Source height = 1.50 m

ROAD (0.00 + 61.15 + 0.00) = 61.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.42	71.98	0.00	-6.80	-4.03	0.00	0.00	0.00	61.15

Segment Leq : 61.15 dBA

Total Leq All Segments: 65.27 dBA

Results segment # 1: BANK WB (night)

Source height = 1.50 m

ROAD (0.00 + 55.55 + 0.00) = 55.55 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     90   0.42  64.39   0.00  -4.81  -4.03   0.00   0.00   0.00
55.55
-------------------------------------------------------------------------
---

Segment Leq : 55.55 dBA

Results segment # 2: BANK EB (night)
------------------------------------

Source height = 1.50 m

ROAD (0.00 + 52.55 + 0.00) = 52.55 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
     0     90   0.57  64.39   0.00  -7.52  -4.31   0.00   0.00   0.00
52.55
-------------------------------------------------------------------------
---

Segment Leq : 52.55 dBA

Total Leq All Segments: 57.31 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 65.27
                           (NIGHT): 57.31
```

STAMSON 5.0 NORMAL REPORT Date: 14-05-2025 14:32:08
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: COMMUNAL AMENITY SPACE 1

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -7.00 deg 78.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 66.20 / 66.20 m
Receiver height : 1.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2 : -7.00 deg 78.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 78.70 / 78.70 m
Receiver height : 1.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK WB L (day)

Source height = 1.50 m

ROAD (0.00 + 57.10 + 0.00) = 57.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-7	78	0.66	71.98	0.00	-10.70	-4.18	0.00	0.00	0.00	57.10

Segment Leq : 57.10 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 55.86 + 0.00) = 55.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-7	78	0.66	71.98	0.00	-11.95	-4.18	0.00	0.00	0.00	55.86

Segment Leq : 55.86 dBA

Total Leq All Segments: 59.53 dBA

Results segment # 1: BANK WB L (night)

Source height = 1.50 m

ROAD (0.00 + 51.36 + 0.00) = 51.36 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    -7     78   0.42  64.39   0.00  -9.16  -3.88   0.00   0.00   0.00
51.36
-------------------------------------------------------------------------
---

Segment Leq : 51.36 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    -7     78   0.42  64.39   0.00 -10.22  -3.88   0.00   0.00   0.00
50.29
-------------------------------------------------------------------------
---

Segment Leq : 50.29 dBA

Total Leq All Segments: 53.87 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 59.53
                           (NIGHT): 53.87
```

STAMSON 5.0 NORMAL REPORT Date: 14-05-2025 14:38:00
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b113fs1.te Time Period: Day/Night 16/8 hours
Description: COMMUNAL AMENITY SPACE 2

Road data, segment # 1: BANK WB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: BANK WB L (day/night)

Angle1 Angle2 : -3.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.00 / 90.00 m
Receiver height : 1.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BANK EB L (day/night)

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

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

24 hr Traffic Volume (AADT or SADT): 17500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: BANK EB L (day/night)

Angle1 Angle2 : -3.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.50 / 102.50 m
Receiver height : 1.50 / 9.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BANK WB L (day)

Source height = 1.50 m

ROAD (0.00 + 54.80 + 0.00) = 54.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-3	90	0.66	71.98	0.00	-12.92	-4.27	0.00	0.00	0.00	54.80

Segment Leq : 54.80 dBA

Results segment # 2: BANK EB L (day)

Source height = 1.50 m

ROAD (0.00 + 53.86 + 0.00) = 53.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-3	90	0.66	71.98	0.00	-13.85	-4.27	0.00	0.00	0.00	53.86

Segment Leq : 53.86 dBA

Total Leq All Segments: 57.37 dBA

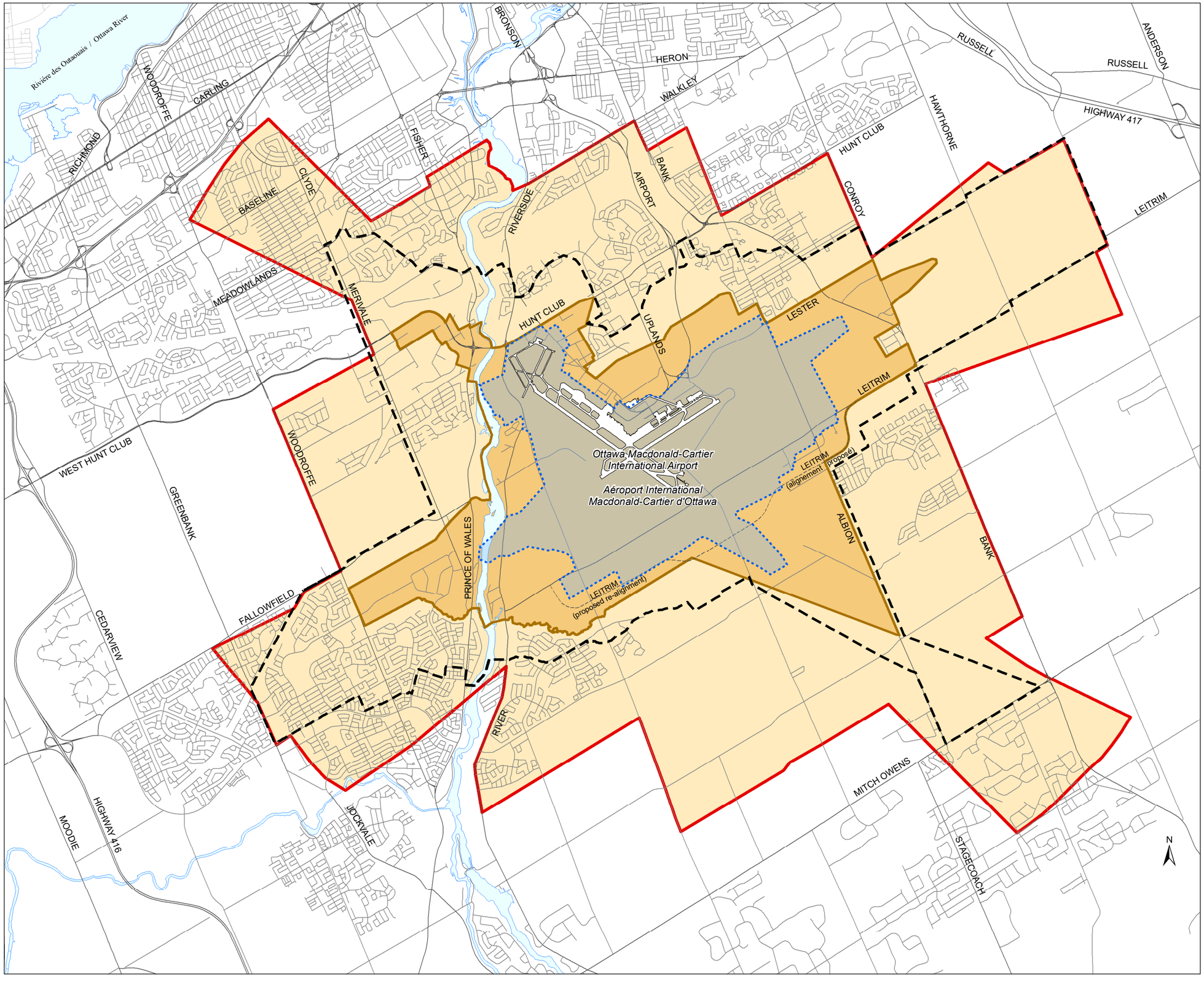
Results segment # 1: BANK WB L (night)

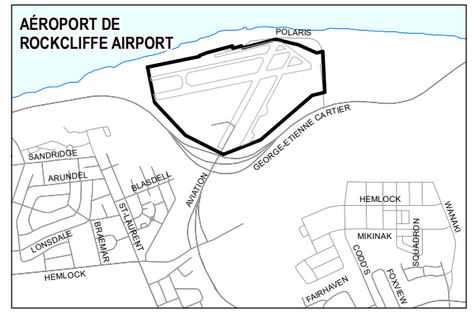
Source height = 1.50 m

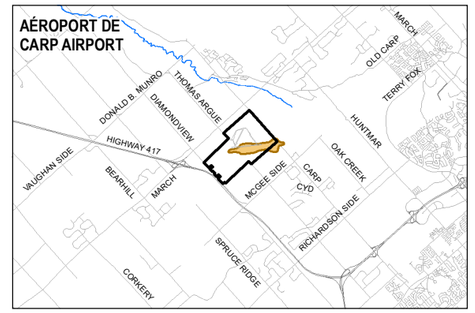
ROAD (0.00 + 49.48 + 0.00) = 49.48 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    -3     90   0.42  64.39   0.00 -11.05  -3.85   0.00   0.00   0.00
49.48
-------------------------------------------------------------------------
---

Segment Leq : 49.48 dBA

Results segment # 2: BANK EB L (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 48.68 + 0.00) = 48.68 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
    -3     90   0.42  64.39   0.00 -11.85  -3.85   0.00   0.00   0.00
48.68
-------------------------------------------------------------------------
---

Segment Leq : 48.68 dBA

Total Leq All Segments: 52.11 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 57.37
                           (NIGHT): 52.11
```

Appendix B







Airport Vicinity Development Zone
Zone d'aménagement dans le voisinage de l'aéroport

25 Line (Composite of 25 NEF/NEP)
Ligne 25 (ensemble des courbes NEF et NEP 25)

35 Line (Composite of 35 NEF/NEP)
Ligne 35 (ensemble des courbes NEF et NEP 35)

Airport Zoning Regulations
Règlements de zonage applicables à de l'Aéroport

Airport Operating Influence Zone
Zone d'influence d'exploitation de l'aéroport

NOTE:
The boundaries of the Ottawa Airport Operating Influence Zone and the Airport Vicinity Development Zone, are not subject to interpretation and their precise locations should be read from a map at a scale of 1:50,000 available from the City of Ottawa and the Ottawa International Airport Authority.

NOTE:
Les limites de la Zone d'influence d'exploitation de l'aéroport Ottawa et de la Zone d'aménagement dans le voisinage de l'aéroport ne sont sujettes à aucune interprétation. Pour connaître leur emplacement exact, il faut se reporter à la carte qui les définit à une échelle de 1 : 50 000, que l'on peut se procurer auprès de la Ville d'Ottawa et de l'Administration de l'Aéroport international d'Ottawa.

Official Plan / Plan officiel

Schedule C14 - Land Use Constraints Due to Aircraft Noise
Annexe C14 - Contraintes limitant l'utilisation en raison du bruit des avions

Approved on November 4, 2022
Approuvé le 4 novembre 2022

Consolidation and Amendments / Consolidation et amendements

Ottawa

Planning, Infrastructure and Economic Development Department, Geospatial Analytics, Technology and Solutions
Services de la planification, de l'infrastructure et du développement économique, Analyse géospatiale, technologie et solutions