

**0 INNES ROAD (FORMER BMR LANDS)**  
**NOISE CONTROL FEASIBILITY STUDY**



Prepared for:

**Glenview Homes (Innes) Ltd.**  
190 O'Connor Street, 11<sup>th</sup> Floor  
Ottawa, Ontario  
K2P 2R3

Prepared By:

**NOVATECH**  
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October 8, 2019

Novatech File: 118224  
Ref: R-2019-175

October 8, 2019

City of Ottawa  
Planning and Growth Management Department  
Development Review (Urban Services - East) Branch  
Infrastructure Approvals Division  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON K1P 1J1

**Attention:**     **Steve Belan, MCIP, RPP**  
                         **Planner II**

**Mike Giampa**  
**Senior Engineer**

**Reference:**     **0 Innes Road (Former BMR Lands)**  
                         **Noise Control Feasibility Study**  
                         **Novatech File No.: 118224**

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In support of the Draft Plan of Subdivision application for the above-noted site, you will find enclosed the Noise Control Feasibility Study for the 0 Innes Road (Former BMR Lands) development.

The study evaluates the environmental impact of noise to the proposed residential development, the feasibility of mitigation measures, and recommends the appropriate noise attenuation measures.

Should you have any questions, or require additional information, please contact me.

Yours truly,

**NOVATECH**



Bassam Bahiā, M.Eng., P. Eng.  
Project Manager | Land Development

cc:     Michael Michaud, Glenview Homes (Innes) Ltd.

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## 1.0 INTRODUCTION

The proposed development at 0 Innes Road (Subject Site), formerly known as BMR Lands, is located within the north-west quadrant of the East Urban Community (EUC) Phase 3 Area Community Design Plan. More specifically, the site is south of Innes Road, 240m east of its intersection with Lamarche Avenue, as shown on **Figure 1.1 – Key Plan**. The site is bound to the south and east by future development lands owned by Richcraft Homes, to the west by the recently constructed residential subdivision known as Orleans Village by Caivan Communities, and to the north by Innes Road, and remnant mixed use parcels.

The Subject Site has an area of 15.71 ha, and the proposed subdivision will comprise of residential housing, public right-of-ways and parkland. The development will contain City of Ottawa municipal road allowances of 16.5, 18.0, and 24.0 metres wide. The proposed site development plan is shown on **Figure 1.2 – Site Plan**.

Novatech has been retained by Glenview Homes (Innes) Ltd. (Developer) to assess the environmental impact of noise for the Subject Site, the feasibility of mitigation measures, and recommend the appropriate noise attenuation measures to ensure compliance with the City of Ottawa Environmental Noise Control Guidelines, January 2016 (ENCG) and the Ministry of the Environment Environmental Noise Guideline, August 2013 (Provincial Guideline).

As per the ENCG, this report is considered a Phase 1 Noise Control Feasibility Study. A Phase 2 Noise Control Detailed Study will be included as part of the supporting documentation submitted in support of the Plan of Subdivision Application.

## 2.0 NOISE CONTROL CRITERIA AND GUIDELINES

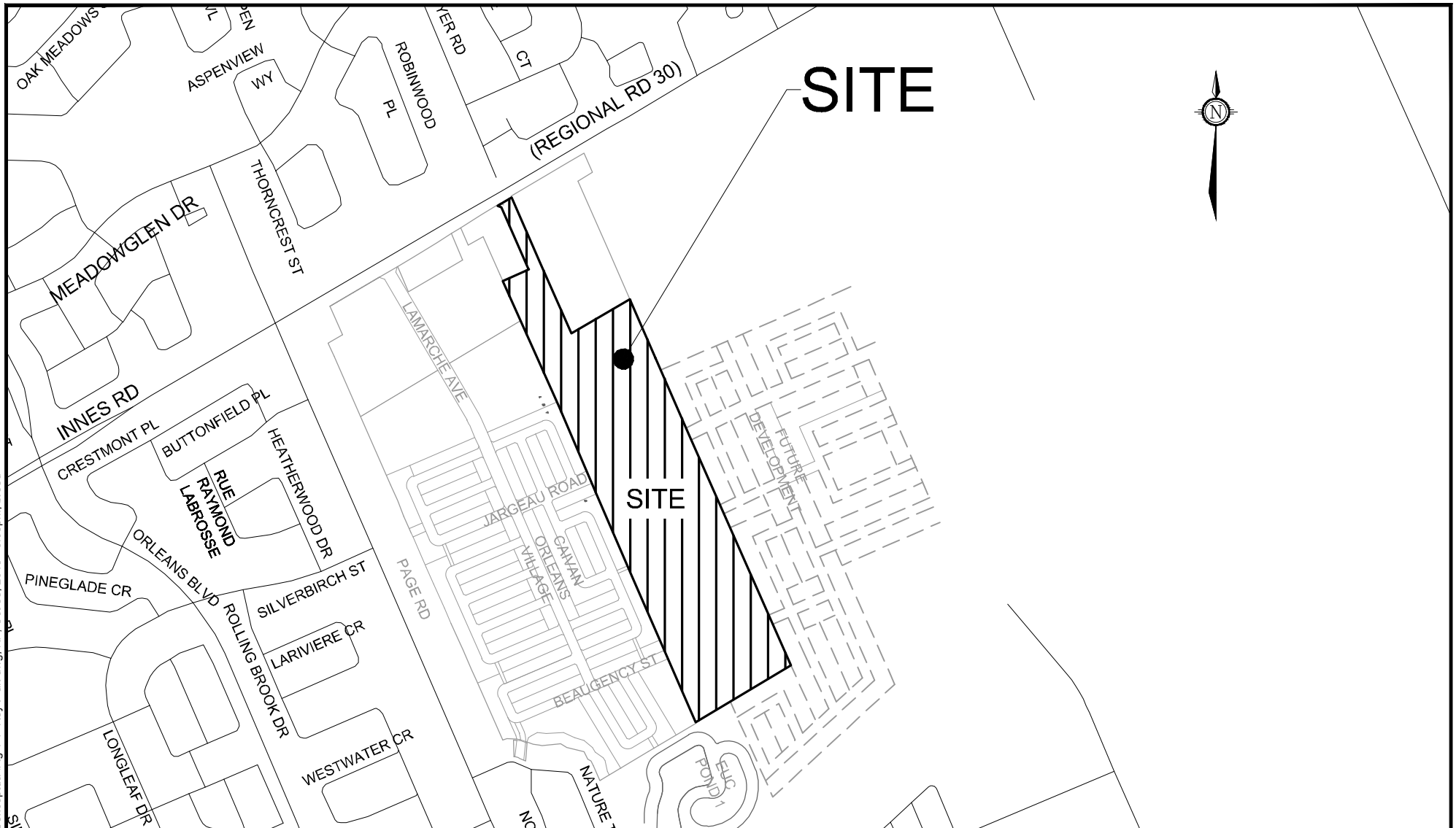
### 2.1 Sound Level Criteria

The City of Ottawa is concerned with noise from aircraft, roads, transitways and railways as expressed in Section 4.8.7 of the Official Plan (OP). These policies are supported by the ENCG which is a technical document that outlines the specific sound level criteria, commonly referred to as the Logarithmic Energy Equivalent Continuous Sound Level ( $L_{eq}$ ). The ENCG has been used as a guideline for this study. This study considers surface transportation noise from the proposed collector road.

When considering surface transportation noise, proposed noise-sensitive developments must be evaluated within 100 m from the right-of-way of an existing or proposed arterial, collector, major collector, light rail transit, or bus transitway; 250 m from the right-of-way of an existing or proposed highway or a Secondary Main railway line; and 500 m from the right-of-way of a freeway, 400 series provincial highway, or Principle Main railway line. For the purposes of this study, proposed Street 1 is classified as a collector and runs through the Subject Site, thus requiring analysis. Innes Drive is classified as an arterial road, and Pagé Road is classified as a collector road, however both are greater than 100 m from the Subject Site. The future Bus Rapid Transit line alongside Brian Colburn Boulevard and is also greater than 100 m from the Subject Site.

The mandate of acoustical engineering in respect to land-use planning is typically to analyze, and where required, design an acceptable acoustic environment that complies with the ENCG

M:\2018\118224\CAD\Design\Figures\Design Brief\Conceptual Fig 1.1 - Key Plan.dwg, KP, Oct 03, 2019 - 5:09pm, breed



Engineers, Planners & Landscape Architects  
Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario, Canada K2M 1P6

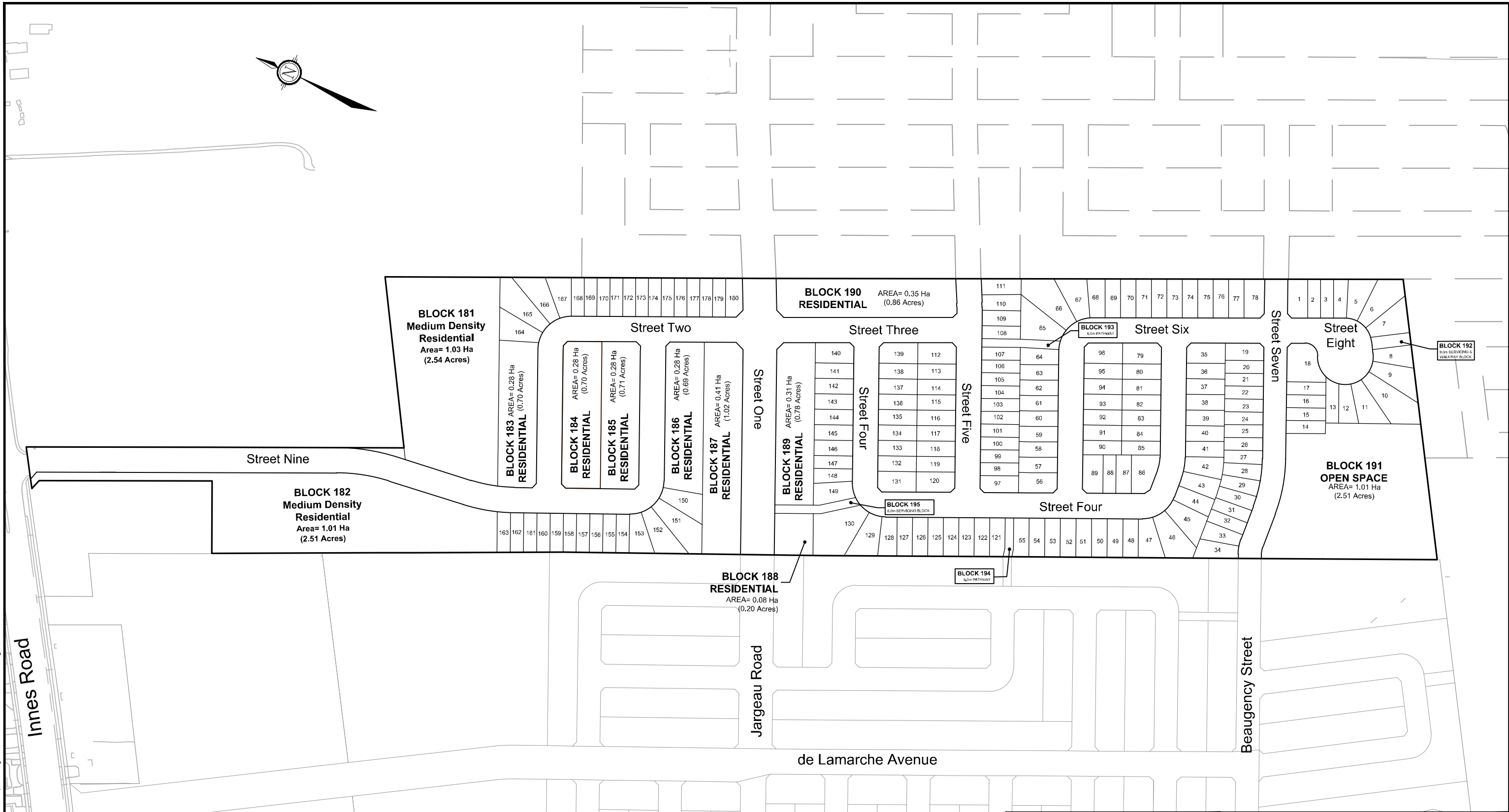
Telephone (613) 254-9643  
Facsimile (613) 254-5867  
Website [www.novatech-eng.com](http://www.novatech-eng.com)

0 INNES ROAD  
(FORMER BMR LANDS)

KEY PLAN

SCALE NOT TO SCALE

DATE	OCT 2019	JOB	118224	FIGURE	1.1
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<b>NOVATECH</b> Engineers, Planners & Landscape Architects Suite 200, 240 Michael Cowpland Drive Ottawa, Ontario, Canada K2M 1P6  Telephone (613) 254-9643 Facsimile (613) 254-5867 Website www.novatech-eng.com	<b>0 INNES ROAD (FORMER BMR LANDS)</b>		
	<b>SITE PLAN</b>		
	SCALE NOT TO SCALE		
	DATE OCT 2019	JOB 118224	FIGURE 1.2

document to the extent that is both reasonable and practical. The areas which must be assessed for acoustic protection include the Outdoor Living Area (OLA); and the Indoor Living Environment (ILE), for both living/dining area and sleeping quarters.

The OLA is defined as part of the outdoor amenity area provided for the quiet enjoyment of the outdoor environment during the day-time period. These amenity areas are typically backyards, gardens, terraces and patios.

The ILE is provided for the quiet enjoyment of the living/dining and sleeping quarters within a dwelling, during both the day-time and night-time periods.

### Surface Transportation Noise

The OLA noise target for road surface transportation noise sources is 55 dBA. This criterion may be exceeded by an amount not greater than 5 dBA, subject to justification and the use of a warning clause.

The ILE sets noise target for road surface transportation noise sources at 45 dBA (day-time) and 40 dBA (night-time), respectively. If this criterion is exceeded, the property may be subject to building component analysis to ensure noise criteria are met and warning clauses.

The outdoor and indoor sound level criteria for surface transportation noise are summarized below in **Table 2.1**.

**Table 2.1: Outdoor and Indoor Sound Level Criteria for Surface Transportation Noise**

Environment	Receiver Location and Description	Time Period	Abbreviation for Report & Modelling	ENCG Equivalent Sound Level Criteria, $L_{eq}$
Outdoor	Outdoor Living Area	Day-time (07:00 - 23:00 hrs) 16 hour period	OLA-16	55 dBA
Indoor	Living/ dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	Day-time (07:00 - 23:00 hrs) 16 hour period	ILED-16	45 dBA
	Living/ dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycare centres)	Night-time (23:00 - 07:00 hrs) 8 hour period	ILED-8 *	45 dBA
	Sleeping quarters	Day-time (07:00 - 23:00 hrs) 16 hour period	ILES-16	45 dBA
	Sleeping quarters	Night-time (23:00 - 07:00 hrs) 8 hour period	ILES-8	40 dBA

#### Notes:

(1) **ILED-8** has not been analysed or modelled in this study, as the noise levels would be governed by **ILES-8**.



## 2.2 Noise Attenuation Requirements

When sound levels are predicted to be less than the specified criteria for the day-time and nighttime conditions, no attenuation measures are required by the proponent. As the noise criteria is exceeded, a combination of attenuation measures is recommended by the City of Ottawa to modify the development environment. These attenuation measures may include:

- Adjusting the site layout to maximize noise insensitive land uses between the noise source and sensitive receptor;
- Orienting buildings to provide sheltered zones in rear yards;
- Constructing noise barriers and/or berms;
- Building component design for acoustic insulation;
- Installation of a forced air ventilation system with provision for central air conditioning;
- Warning Clauses within Subdivision Agreement and Agreement of Purchase and Sale of prospective home buyers, all of which will be registered on title.

In order to inform the purchasers, warning clauses will reference the specific mitigation measures utilized and state the need to maintain the specified noise mitigation measures.

## 3.0 NOISE SOURCES

### 3.1 Surface Transportation – Proposed Collector Road

Street 1 is classified as a 2-Lane Urban Collector (2-UCU) as per the 0 Innes Road – Transportation Impact Assessment (TIA), dated October 2019. As outlined in the ENCG (Appendix B, Table B1), this particular roadway class specifies an AADT of 8,000 vpd which should be used for sound level predictions. See markup of the Schedule E, Urban Road Network, highlighting the Subject Site location in **Appendix A**.

For the purpose of this study an AADT of 8,000 vpd was utilized. The roadway noise parameters are summarized below in **Table 3.1**.

**Table 3.1: Street 1 Traffic and Road Parameters**

Roadway Parameters	Street 1
Roadway Classification	2 - Lane Urban Collector
Annual Average Daily Traffic (AADT)	8,000 vehicles/day
Posted Speed	40 - 50 km/hr.
Day / Night Split (%)	92 / 8
Medium Trucks (%)	7
Heavy Trucks (%)	5

## 4.0 NOISE LEVEL MODELLING AND PREDICTIONS

### 4.1 Surface Transportation - Acoustic Modeling

For surface transportation sources, noise levels are calculated using the STAMSON computer program, version 5.03. This program allows us to input variables of a road or railway such as traffic volume, types of vehicles, speed, barrier locations and topography to determine the environmental noise impact at a point of reception.

To analyze the noise impact on the Subject Site from the aforementioned surface transportation noise source, three points of reception were implemented at the critical OLAs and two points of reception were implemented at the critical ILEs. The noise control plan for surface transportation noise (Figure 118224-NC1) shows the receiver locations.

The parameters used in STAMSON to assess the noise impacts at the receiver locations can be found below in **Table 4.1**. It should be noted that, when practical and when the proposed layout of the Subject Site in relation to the existing and proposed residences permitted, screening was implemented to limit noise exposure from Street 1. To be conservative, a height of 5.25 meters was used since the builder has various bungalow products that may be constructed.

Noise modeling was undertaken for the following environments:

#### OLAs

For the purposes of this noise impact assessment, all receivers for the OLA-16 time period are located 3.0 meters from the building façade, 1.5 meters above grade, and aligned with the midpoint of the subject façade as per the ENCG.

#### ILEs

For the purposes of this noise impact assessment, all receivers for the ILED-16 time period are located at the plane of window, 1.5 meters above grade, and aligned in closest proximity to the noise source as per the ENCG.

All receivers for the ILES-16, and ILES-8 time periods are located at the plane of window, 4.5 meters above grade, and aligned in closest proximity to the noise source as per the ENCG.

**Table 4.1: Road Segment/ Receiver Parameters**

Receiver	Segment Reference	Road Segment - Receiver Angles		Shielding - Barrier Angles		Shielding - Barrier Parameters				
		RØ1	RØ2	BØ1	BØ2	Receiver source distance (m)	Barrier receiver distance (m)	Source ground elevation (m)	Receiver ground elevation (m)	Barrier ground elevation (m)
<b>R1</b>	S1	-90	-38	-90	-38	20.8	3.0	89.77	89.43	89.81
	S2	-38	90	-38	90	20.8	8.5	89.77	89.43	89.81
<b>R2</b>	S1	-90	90	-90	48	35.6	3.0	89.53	89.47	89.47
<b>R3</b>	S1	-90	90	-90	90	34.9	3.0	89.66	89.38	89.51
<b>Indoor Living Environments</b>										
<b>R1</b>	S1	-90	90	-	-	17.4	-	89.78	89.71	-
<b>R2</b>	S1	-90	90	-	-	15.5	-	89.51	89.52	-

Notes:

- (1) Refer to Figure 118224-NC1 for receiver and noise source locations.  
(2) All receiver angles are the same for both unattenuated and attenuated scenarios.  
(3) All receiver angles are the same for ILEs (i.e., ILED-16, ILES-16, and ILES-8).  
(4) Source height = source ground elevation + 1.5m.  
(5) Receiver height = receiver ground elevation + 1.5m (for all OLA and ILED-16 time periods); receiver ground elevation + 4.5m (for ILES-16, and ILES-8 time periods).

**4.2 Surface Transportation - Noise Level Predictions**

The following **Table 4.2** summarizes the predicted sound levels at the receiver locations from the results of the STAMSON environmental noise software calculation. The complete modelling outputs can be found in **Appendix B**.

**Table 4.2: OLA Noise Level Summary**

Receiver	Unattenuated L <sub>eq</sub> (8,000 vpd)	Attenuated L <sub>eq</sub> (8,000 vpd)	Noise Barrier Reference
	OLA-16	OLA-16	
<b>R1</b>	60.92	55.37	Noise Barrier No.1 – 1.8 m Ht
<b>R2</b>	50.64	-	No barrier required
<b>R3</b>	43.98	-	No barrier required

Notes:

- (1) Refer to Figure 118224-NC1 for receiver and noise source locations.

As outlined in **Table 2.1**, the target noise level for the OLA is 55 dBA, with a provision of an additional 5 dBA tolerance subject to justification and the use of a warning clause. For the established OLAs affected by the surface transportation noise within this proposed development, the day-time noise levels fall below the required OLA noise levels or maximum tolerable OLA noise levels when implementing the attenuated measures where required. Refer to further discussions in Section 5.1 of this report.

**Table 4.3: ILE Noise Level Summary**

Receiver	Unattenuated $L_{eq}$ (8,000 vpd)		
	ILED-16	ILES-16	ILES-8
<b>R1</b>	63.22	63.44	55.84
<b>R2</b>	64.06	64.22	56.63

**Notes:**

(1) Refer to Figure 118224-NC1 for receiver and noise source locations.

The target noise levels for the ILE, also outlined in **Table 2.1**, for both living/dining area and sleeping quarters is 45 dBA and 40 dBA, respectively. To mitigate these sound levels, additional building component analysis is required to ensure noise criteria are met. Refer to further discussions in Section 5.2 of this report.

## 5.0 NOISE LEVEL ATTENUATION MEASURES

### 5.1 Outdoor – Proposed Noise Barrier

To meet the required OLA noise levels for the surface transportation, two noise barriers are being proposed at the Subject Site. The following outlines the proposed:

- Noise Barrier No.1 – 1.8 m high noise barrier, 20 m in length, within Block 190;
- Noise Barrier No.2 – 1.8 m high noise barrier, 20 m in length, within Lot 180

Based on the noise level results from R1 at Block 190, a noise barrier will need to be implemented at Lot 180 to provided adequate noise attenuation.

Additional details on the noise barriers will be provided as part of the Phase 2 Noise Control Detailed Study. It is anticipated that the units along Street 1 will require further assessment on the proposed building components.

### 5.2 Indoor – Proposed Building Component Assessment

When ILE noise levels exceed the day-time or night-time, the exterior shell system of the building envelope must be acoustically assessed to ensure the indoor noise criteria is achieved for the surface transportation. Based on the results in Section 4.2 and Section 4.3 of this report, in the proposed development the sound levels at various receiver locations are above both the day-time and night-time allowances. Therefore, additional analysis of the cladding system is warranted. To comply with the ENCG policies, the building envelope will require a minimum Acoustic Insulation Factor (AIF) or Sound Transmission Class (STC) rating to provide the desired indoor noise levels as shown above in **Table 2.1** and **Table 2.2**.

At a minimum, all of the units within the Subject Site will need to have a building envelope capable of providing acceptable noise levels to meet the greater of the noise level predictions within **Table 4.3**.

Per common industry practice, complete walls and individual wall elements are rated per the STC value. The STC ratings of common residential walls built in conformance with the Ontario Building

Code typically exceed an STC rating of 35; and standard good quality double-glazed non-operable windows can have STC ratings ranging from 25 to 40 depending on the manufacturer, components, glazing or air spaces thickness, and seal materials. Generally, common industry practice provides sufficient mitigation to obtain the target noise levels for the ILE.

Additional details and assessment of the proposed building components will be provided as part of the Phase 2 Noise Control Detailed Study. It is anticipated that the units along Street 1 will require further assessment on the proposed building components.

### **5.3 Provision for Central Air Conditioning**

To provide indoor isolation and avoid noise intrusion through open windows or doors, the installation of a forced air ventilation system with provisions for central air conditioning may be required.

Additional details on which lots may be required to implement provisions for central air conditioning will be provided as part of the Phase 2 Noise Control Detailed Study. It is anticipated that the units along Street 1 will require provisions for central air conditioning.

### **5.4 Proposed Warning Clauses**

If noise levels are expected to exceed the applicable ENCG sound level criteria, the City of Ottawa recommends a warning clause be registered on title and incorporated into the Subdivision Agreement and in the Agreement of Purchase and Sale. The warning clause serves to alert potential buyers and/or renters of the possible noise condition and of any limitations that may exist on his/her property rights.

Additional details on which lots will be required to apply warning clauses will be provided as part of the Phase 2 Noise Control Detailed Study. It is anticipated that the units along Street 1 will be required to apply warning clauses.

## **6.0 CONCLUSIONS AND RECOMMENDATIONS**

This study confirms the predicted outdoor noise levels for the proposed residential development from the proposed Street 1 are in excess of the City of Ottawa's required criteria and are above the maximum tolerance per the ENCG. To mitigate noise levels, and to inform potential buyers/tenants, the following measures are being proposed:

- Construction of a 1.8m noise barrier, along the northern property line of Block 190 and southern property line of Lot 180;
- Additional details and assessment of the proposed building components will be provided as part of the Phase 2 Noise Control Detailed Study;
- Additional details on which lots may be required to implement provisions for central air conditioning will be provided as part of the Phase 2 Noise Control Detailed Study;
- Additional details on which lots will be required to apply warning clauses will be provided as part of the Phase 2 Noise Control Detailed Study.

This study is respectfully submitted in support of the subdivision application. Please contact the undersigned should you have questions or require additional information.

## NOVATECH

Prepared by:



Ben Sweet, P.Eng.  
Project Engineer I Land Development

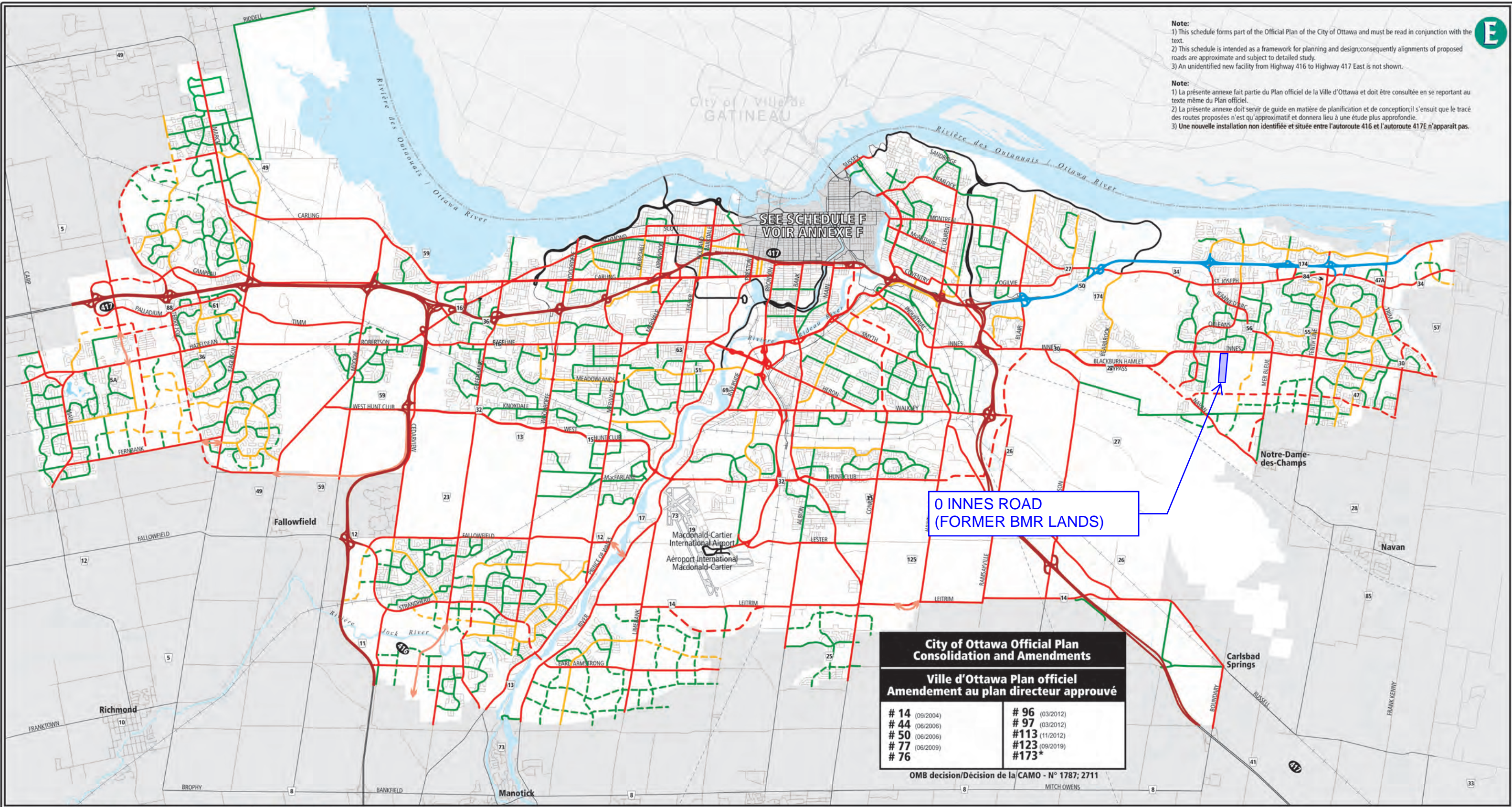
Reviewed by:

A handwritten signature in blue ink, appearing to read "Bassam Bahia", written over a horizontal line.

Bassam Bahia, M.Eng., P.Eng.  
Project Manager I Land Development

**Appendix A**  
**Official Plan and Environmental Noise Control Guidelines Excerpts**





**Note:**  
1) This schedule forms part of the Official Plan of the City of Ottawa and must be read in conjunction with the text.  
2) This schedule is intended as a framework for planning and design; consequently alignments of proposed roads are approximate and subject to detailed study.  
3) An unidentified new facility from Highway 416 to Highway 417 East is not shown.

**Note:**  
1) La présente annexe fait partie du Plan officiel de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.  
2) La présente annexe doit servir de guide en matière de planification et de conception; il s'ensuit que le tracé des routes proposées n'est qu'approximatif et donnera lieu à une étude plus approfondie.  
3) Une nouvelle installation non identifiée et située entre l'autoroute 416 et l'autoroute 417E n'apparaît pas.

City of Ottawa Official Plan Consolidation and Amendments	
Ville d'Ottawa Plan officiel Amendement au plan directeur approuvé	
# 14	(09/2004)
# 44	(06/2006)
# 50	(06/2006)
# 77	(06/2009)
# 76	
# 96	(03/2012)
# 97	(03/2012)
# 113	(11/2012)
# 123	(09/2019)
# 173*	

OMB decision/Décision de la CAMO - N° 1787; 2711

# Official Plan - Schedule E

## Urban Road Network

Prepared by: Planning and Growth Management Department, Mapping & Graphics Unit

# Plan officiel - Annexe E

## Routes Arterial - Urbain

Préparé par : Service de l'urbanisme et de la gestion de la croissance, Unité de la cartographie et des graphiques

**Provincial Highway**  
City Freeway

**Federally Owned Road**  
Existing  
Proposed  
(Alignment defined)

**Route provinciale**  
**Autoroute de ville**

**Chemins de propriété fédéral**  
Établie  
Proposé  
(Alignement déterminée)

**Arterials**  
Existing  
Proposed  
Conceptual  
(Alignment Undefined)

**Artère**  
Établie  
Proposé  
(Alignement déterminée)  
Conceptuelle  
(Alignement à déterminer)

**Major Collectors**  
Existing  
Proposed

**Grande collectrice**  
Établie  
Proposé

**Collectors**  
Existing  
Proposed

**Collectrice**  
Établie  
Proposé

Scale / Echelle  
2km 1 0 1 2 3 4km



**Appendix B**  
**STAMSON Noise Modelling Results**

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STAMSON 5.0                      NORMAL REPORT                      Date: 03-10-2019 12:49:53  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 118224.te                      Time Period: Day/Night 16/8 hours  
Description: **OLAR1-Unattenuated**

Road data, segment # 1: Street 1 (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 : 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): 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: Street 1 (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 : 20.80 / 20.80 m  
Receiver height : 1.50 / 1.50 m  
Topography : 4      (Elevated; with barrier)  
Barrier angle1 : -90.00 deg    Angle2 : -38.00 deg  
Barrier height : 5.25 m  
Elevation : 0.00 m  
Barrier receiver distance : 3.00 / 3.00 m  
Source elevation : 89.77 m  
Receiver elevation : 89.43 m  
Barrier elevation : 89.53 m  
Reference angle : 0.00

Results segment # 1: Street 1 (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	1.50	1.45	90.98

ROAD (0.00 + 42.38 + 60.86) = 60.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------

SubLeq									
-90	-38	0.35	65.75	0.00	-1.91	-6.91	0.00	0.00	-14.55

42.38									
-38	90	0.66	65.75	0.00	-2.36	-2.53	0.00	0.00	0.00

60.86									
-------	--	--	--	--	--	--	--	--	--

Segment Leq : 60.92 dBA

Total Leq All Segments: 60.92 dBA

Results segment # 1: Street 1 (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	1.50	1.45	90.98

ROAD (0.00 + 34.78 + 53.27) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
SubLeq									

-90	-38	0.35	58.16	0.00	-1.91	-6.91	0.00	0.00	-14.55
34.78									

-38	90	0.66	58.16	0.00	-2.36	-2.53	0.00	0.00	0.00
53.27									

Segment Leq : 53.33 dBA

Total Leq All Segments: 53.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY) : 60.92  
(NIGHT) : 53.33

STAMSON 5.0                      NORMAL REPORT                      Date: 08-10-2019 14:40:28  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 118224.te                      Time Period: Day/Night 16/8 hours  
Description: **OLAR1-Attenuated**

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

-----  
Angle1    Angle2 : -90.00 deg    -38.00 deg  
Wood depth : 0      (No woods.)  
No of house rows : 0 / 0  
Surface : 1      (Absorptive ground surface)  
Receiver source distance : 20.80 / 20.80 m  
Receiver height : 1.50 / 4.50 m  
Topography : 4      (Elevated; with barrier)  
Barrier angle1 : -90.00 deg    Angle2 : -38.00 deg  
Barrier height : 5.25 m  
Elevation : 0.00 m  
Barrier receiver distance : 3.00 / 3.00 m  
Source elevation : 89.77 m  
Receiver elevation : 89.43 m  
Barrier elevation : 89.81 m  
Reference angle : 0.00

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

-----  
Angle1 Angle2 : -38.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 1 (Absorptive ground surface)  
Receiver source distance : 20.80 / 20.80 m  
Receiver height : 1.50 / 4.50 m  
Topography : 4 (Elevated; with barrier)  
Barrier angle1 : -38.00 deg Angle2 : 90.00 deg  
Barrier height : 1.80 m  
Elevation : 0.00 m  
Barrier receiver distance : 8.75 / 8.75 m  
Source elevation : 89.77 m  
Receiver elevation : 89.43 m  
Barrier elevation : 89.81 m  
Reference angle : 0.00

Results segment # 1: Street 1 (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	1.50	1.17	90.98

ROAD (0.00 + 42.00 + 0.00) = 42.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
SubLeq									

-90	-38	0.35	65.75	0.00	-1.91	-6.91	0.00	0.00	-14.93
42.00									

Segment Leq : 42.00 dBA



Results segment # 2: Street 2 (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	1.50	1.26	91.07

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									

-38	90	0.55	65.75	0.00	-2.20	-2.40	0.00	0.00	-5.98
-----	----	------	-------	------	-------	-------	------	------	-------

Segment Leq : 55.17 dBA

Total Leq All Segments: 55.37 dBA

Results segment # 1: Street 1 (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	4.50	3.74	93.55

ROAD (0.00 + 40.14 + 0.00) = 40.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
SubLeq									

-90	-38	0.26	58.16	0.00	-1.78	-6.55	0.00	0.00	-9.69
-----	-----	------	-------	------	-------	-------	------	------	-------

Segment Leq : 40.14 dBA

Results segment # 2: Street 2 (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	4.50	3.00	92.81

ROAD (0.00 + 53.51 + 0.00) = 53.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
SubLeq									

-38	90	0.46	58.16	0.00	-2.08	-2.28	0.00	0.00	-0.45
53.35*									
-38	90	0.57	58.16	0.00	-2.23	-2.42	0.00	0.00	0.00
53.51									

\* Bright Zone !

Segment Leq : 53.51 dBA

Total Leq All Segments: 53.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY) : 55.37  
(NIGHT) : 53.71

STAMSON 5.0                      NORMAL REPORT                      Date: 03-10-2019 12:54:47  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 118224.te                      Time Period: Day/Night 16/8 hours  
Description: OLAR2-Unattenuated

Road data, segment # 1: Street 1 (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 : 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): 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: Street 1 (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 : 35.60 / 35.60 m  
Receiver height : 1.50 / 1.50 m  
Topography : 4      (Elevated; with barrier)  
Barrier angle1 : -90.00 deg    Angle2 : 48.00 deg  
Barrier height : 5.25 m  
Elevation : 0.00 m  
Barrier receiver distance : 3.00 / 3.00 m  
Source elevation : 89.53 m  
Receiver elevation : 89.47 m  
Barrier elevation : 89.47 m  
Reference angle : 0.00

Results segment # 1: Street 1 (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	1.50	1.50	90.97

ROAD (0.00 + 42.07 + 49.99) = 50.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
SubLeq									

-90	48	0.35	65.75	0.00	-5.05	-1.77	0.00	0.00	-16.85
42.07									

48	90	0.66	65.75	0.00	-6.23	-9.53	0.00	0.00	0.00
49.99									

Segment Leq : 50.64 dBA

Total Leq All Segments: 50.64 dBA

Results segment # 1: Street 1 (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	1.50	1.50	90.97

ROAD (0.00 + 34.48 + 42.40) = 43.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
SubLeq									

-90	48	0.35	58.16	0.00	-5.05	-1.77	0.00	0.00	-16.85
34.48									

48	90	0.66	58.16	0.00	-6.23	-9.53	0.00	0.00	0.00
42.40									

Segment Leq : 43.05 dBA

Total Leq All Segments: 43.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY) : 50.64  
(NIGHT) : 43.05



STAMSON 5.0                      NORMAL REPORT                      Date: 03-10-2019 12:57:59  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 118224.te                      Time Period: Day/Night 16/8 hours  
Description: **OLAR3-Unattenuated**

Road data, segment # 1: Street 1 (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 : 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): 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: Street 1 (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 : 34.90 / 34.90 m  
Receiver height : 1.50 / 4.50 m  
Topography : 4      (Elevated; with barrier)  
Barrier angle1 : -90.00 deg    Angle2 : 90.00 deg  
Barrier height : 5.25 m  
Elevation : 0.00 m  
Barrier receiver distance : 3.00 / 3.00 m  
Source elevation : 89.66 m  
Receiver elevation : 89.38 m  
Barrier elevation : 89.51 m  
Reference angle : 0.00

Results segment # 1: Street 1 (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	1.50	1.39	90.90

ROAD (0.00 + 43.98 + 0.00) = 43.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
SubLeq									

-90	90	0.35	65.75	0.00	-4.93	-0.87	0.00	0.00	-15.97
43.98									

Segment Leq : 43.98 dBA

Total Leq All Segments: 43.98 dBA

Results segment # 1: Street 1 (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	4.50	4.14	93.65

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									

-90	90	0.26	58.16	0.00	-4.60	-0.67	0.00	0.00	-9.15
-----	----	------	-------	------	-------	-------	------	------	-------

Segment Leq : 43.73 dBA

Total Leq All Segments: 43.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY) : 43.98  
(NIGHT) : 43.73

STAMSON 5.0                      NORMAL REPORT                      Date: 03-10-2019 12:51:52  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 118224.te                      Time Period: Day/Night 16/8 hours  
Description: ILER1 (D)-Unattenuated

Road data, segment # 1: Street 1 (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 : 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): 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: Street 1 (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 : 17.40 / 17.40 m  
Receiver height : 1.50 / 4.50 m  
Topography : 4      (Elevated; with barrier)  
Barrier angle1 : -90.00 deg    Angle2 : 90.00 deg  
Barrier height : 0.00 m  
Elevation : 0.00 m  
Barrier receiver distance : 3.00 / 3.00 m  
Source elevation : 89.78 m  
Receiver elevation : 89.71 m  
Barrier elevation : 0.00 m  
Reference angle : 0.00

Results segment # 1: Street 1 (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	1.50	91.22	91.22

ROAD (0.00 + 63.22 + 0.00) = 63.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------

SubLeq									
---									
-90	90	0.66	65.75	0.00	-1.07	-1.46	0.00	0.00	-0.00
63.22*									
-90	90	0.66	65.75	0.00	-1.07	-1.46	0.00	0.00	0.00
63.22									
---									

\* Bright Zone !

Segment Leq : 63.22 dBA

Total Leq All Segments: 63.22 dBA

Results segment # 1: Street 1 (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	4.50	93.70	93.70

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
SubLeq									

-90	90	0.57	58.16	0.00	-1.01	-1.30	0.00	0.00	-0.00
55.84*									
-90	90	0.57	58.16	0.00	-1.01	-1.30	0.00	0.00	0.00
55.84									

\* Bright Zone !

Segment Leq : 55.84 dBA

Total Leq All Segments: 55.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY) : 63.22  
(NIGHT) : 55.84



STAMSON 5.0                      NORMAL REPORT                      Date: 03-10-2019 12:52:27  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 118224.te                      Time Period: Day/Night 16/8 hours  
Description: ILER1 (S)-Unattenuated

Road data, segment # 1: Street 1 (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 : 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): 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: Street 1 (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 : 17.40 / 17.40 m  
Receiver height : 4.50 / 4.50 m  
Topography : 4      (Elevated; with barrier)  
Barrier angle1 : -90.00 deg    Angle2 : 90.00 deg  
Barrier height : 0.00 m  
Elevation : 0.00 m  
Barrier receiver distance : 3.00 / 3.00 m  
Source elevation : 89.78 m  
Receiver elevation : 89.71 m  
Barrier elevation : 0.00 m  
Reference angle : 0.00

Results segment # 1: Street 1 (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	4.50	93.70	93.70

ROAD (0.00 + 63.44 + 0.00) = 63.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------

SubLeq									
---									
-90	90	0.57	65.75	0.00	-1.01	-1.30	0.00	0.00	-0.00
63.43*									
-90	90	0.57	65.75	0.00	-1.01	-1.30	0.00	0.00	0.00
63.44									
---									

\* Bright Zone !

Segment Leq : 63.44 dBA

Total Leq All Segments: 63.44 dBA

Results segment # 1: Street 1 (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	4.50	93.70	93.70

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------

SubLeq									
-90	90	0.57	58.16	0.00	-1.01	-1.30	0.00	0.00	-0.00
55.84*									
-90	90	0.57	58.16	0.00	-1.01	-1.30	0.00	0.00	0.00
55.84									

\* Bright Zone !

Segment Leq : 55.84 dBA

Total Leq All Segments: 55.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY) : 63.44  
(NIGHT) : 55.84

STAMSON 5.0                      NORMAL REPORT                      Date: 03-10-2019 12:55:46  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 118224.te                      Time Period: Day/Night 16/8 hours  
Description: ILER2 (D)-Unattenuated

Road data, segment # 1: Street 1 (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 : 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): 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: Street 1 (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 : 15.50 / 15.50 m  
Receiver height : 1.50 / 4.50 m  
Topography : 4      (Elevated; with barrier)  
Barrier angle1 : -90.00 deg    Angle2 : 90.00 deg  
Barrier height : 0.00 m  
Elevation : 0.00 m  
Barrier receiver distance : 3.00 / 3.00 m  
Source elevation : 89.51 m  
Receiver elevation : 89.52 m  
Barrier elevation : 0.00 m  
Reference angle : 0.00

Results segment # 1: Street 1 (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	1.50	91.02	91.02

ROAD (0.00 + 64.06 + 0.00) = 64.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------

SubLeq									
-90	90	0.66	65.75	0.00	-0.24	-1.46	0.00	0.00	-0.00
64.06*									
-90	90	0.66	65.75	0.00	-0.24	-1.46	0.00	0.00	0.00
64.06									

\* Bright Zone !

Segment Leq : 64.06 dBA

Total Leq All Segments: 64.06 dBA

Results segment # 1: Street 1 (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	4.50	93.44	93.44

ROAD (0.00 + 56.63 + 0.00) = 56.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------

SubLeq									
-90	90	0.57	58.16	0.00	-0.22	-1.30	0.00	0.00	-0.00
56.63*									
-90	90	0.57	58.16	0.00	-0.22	-1.30	0.00	0.00	0.00
56.63									

\* Bright Zone !

Segment Leq : 56.63 dBA

Total Leq All Segments: 56.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.06  
(NIGHT): 56.63



STAMSON 5.0                      NORMAL REPORT                      Date: 03-10-2019 12:56:13  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 118224.te                      Time Period: Day/Night 16/8 hours  
Description: ILER2 (S)-Unattenuated

Road data, segment # 1: Street 1 (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 : 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): 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: Street 1 (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 : 15.50 / 15.50 m  
Receiver height : 4.50 / 4.50 m  
Topography : 4      (Elevated; with barrier)  
Barrier angle1 : -90.00 deg    Angle2 : 90.00 deg  
Barrier height : 0.00 m  
Elevation : 0.00 m  
Barrier receiver distance : 3.00 / 3.00 m  
Source elevation : 89.51 m  
Receiver elevation : 89.52 m  
Barrier elevation : 0.00 m  
Reference angle : 0.00

Results segment # 1: Street 1 (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	4.50	93.44	93.44

ROAD (0.00 + 64.22 + 0.00) = 64.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------

SubLeq									
---									
-90	90	0.57	65.75	0.00	-0.22	-1.30	0.00	0.00	-0.00
64.22*									
-90	90	0.57	65.75	0.00	-0.22	-1.30	0.00	0.00	0.00
64.22									
---									

\* Bright Zone !

Segment Leq : 64.22 dBA

Total Leq All Segments: 64.22 dBA

Results segment # 1: Street 1 (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	4.50	93.44	93.44

ROAD (0.00 + 56.63 + 0.00) = 56.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------

SubLeq									
-90	90	0.57	58.16	0.00	-0.22	-1.30	0.00	0.00	-0.00
56.63*									
-90	90	0.57	58.16	0.00	-0.22	-1.30	0.00	0.00	0.00
56.63									

\* Bright Zone !

Segment Leq : 56.63 dBA

Total Leq All Segments: 56.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY) : 64.22  
(NIGHT) : 56.63

### **Enclosures**

118224-NC1  
CD

Noise Control Plan (surface transportation noise)  
Report and Drawings

\\M2018\118224 CAD\Design\Figures\Noise\118224-NC.dwg, NC1, Oct 08, 2019 - 3:17pm, bsweet

