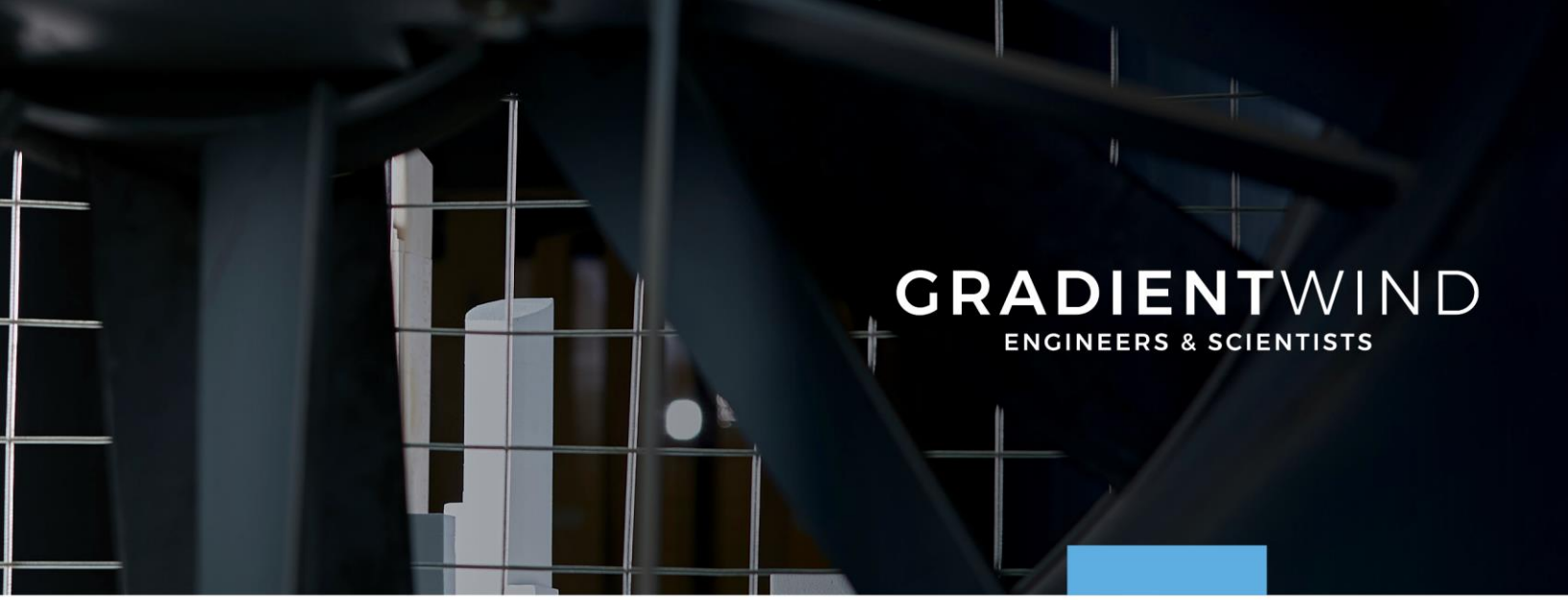

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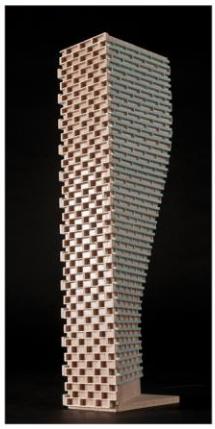
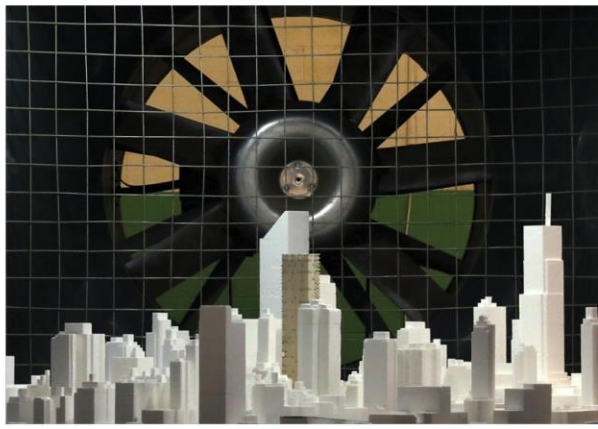
ROADWAY TRAFFIC NOISE ASSESSMENT

450 Rochester Street
Ottawa, Ontario

REPORT: GWE19-023 – Traffic Noise





October 18, 2019

PREPARED FOR

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EXECUTIVE SUMMARY

This report describes a roadway traffic noise assessment undertaken for a proposed mixed-use development located at 450 Rochester Street in Ottawa, Ontario. The proposed development features 9 and 15-storey towers atop a common podium with a retail unit attached on the west side. The site is surrounded by medium-rise residential and office buildings to the north, low-rise office buildings to the east and south, and low-rise residential/commercial buildings to the west along Preston Street. The major sources of roadway traffic noise are Highway 417 to the north, Preston Street to the west and Rochester Street to the east. Figure 1 illustrates a complete site plan with surrounding context.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and (iv) site plan drawings prepared by Hobin Architecture.

The results of the current analysis indicate that noise levels will range between 54 and 70 dBA during the daytime period (07:00-23:00) and between 47 and 62 dBA during the nighttime period (23:00-07:00). The highest noise level (70 dBA) occurs at the far west façade, which is nearest and most exposed to Preston Street. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA, as indicated in Figure 3.

Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. A Warning Clause will also be required be placed on all Lease, Purchase and Sale Agreements, as summarized in Section 6.

Noise levels at the high roof terrace (Receptor 12) are expected to approach 64 dBA during the daytime period. If this area is to be used as an outdoor living area, noise control measures are required to reduce the L_{eq} to 55 dBA. Further analysis investigated the noise mitigating impact of raising the north perimeter guard. Results of the investigation proved that noise levels can only be reduced to 60 dBA with a 3 m tall barrier which is not considered to be architecturally feasible. Furthermore, the development has a

common outdoor living area at the podium terrace with noise levels below 55 dBA. Outdoor amenity space on the high roofs should be located toward the center of the roof, to reduce exposure to Highway 417.

With regards to stationary noise impacts, a stationary noise study will be performed once mechanical plans for the proposed building become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed building on surrounding noise-sensitive areas. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below NPC-300 limits.

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Appendix A – STAMSON 5.04 Input and Output Data and Supporting Information

1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Ron Eastern Construction Ltd. to undertake a roadway traffic noise assessment for the west phase of a proposed mixed-use development at 450 Rochester Street in Ottawa, Ontario. This report summarizes the methodology, results, and recommendations related to the assessment of exterior and interior noise levels generated by local roadway traffic.

Our work is based on theoretical noise calculation methods conforming to the City of Ottawa[1] and Ministry of the Environment, Conservation and Parks (MECP)[2] guidelines. Noise calculations were based on architectural drawings prepared by Hobin Architecture, with future traffic volumes corresponding to the City of Ottawa's Official Plan (OP) roadway classifications.

2. TERMS OF REFERENCE

The focus of this traffic noise assessment is a proposed mixed-use development at 450 Rochester Street in Ottawa, Ontario. The subject site is located at 450 Rochester Street in Little Italy, Ottawa, occupying a full parcel of land bordered by Aberdeen Street to the north, Rochester Street to the east, Beech Street to the south, and Preston Street to the west.

While the subject site includes two phases, the current study is focused on Phase 1 (west block), which includes a prominent two-building scheme with stacked podia, extending towards Preston Street via a connected 3-storey building. More specifically, the west block consists of a 1-storey commercial/retail podium with a rectangular planform (87 meters (m) x 55 m in plan). On top of this is a 6-storey residential podium with a horseshoe planform, which rises 21 m above grade. A 9-storey residential building resides on the west side of the horseshoe podium and rises 34.3 m above grade to the top of its rooftop access penthouse; a 15-storey residential building resides on the east side and rises 52.3 m above grade to the top of its penthouse. The lower podium includes a large public outdoor terrace, which is mostly situated between the two buildings but also extends around the entire building. The two buildings are connected by

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

a residential link at Level 7 that extends through the centre of the horseshoe podium. Balconies extending less than 4 metres from the façade do not require consideration as outdoor living areas (OLA) in this study.

The site is surrounded by medium-rise residential and office buildings to the north, low-rise office buildings to the east and south, and low-rise residential/commercial buildings to the west along Preston Street. The major sources of roadway traffic noise are Highway 417 to the north, Preston Street to the west and Rochester Street to the east. Figure 1 illustrates a complete site plan with surrounding context.

3. OBJECTIVES

The principal objectives of this study are to (i) calculate the future noise levels on the study buildings produced by local roadway traffic, and (ii) ensure that interior and exterior noise levels do not exceed the allowable limits specified by the City of Ottawa's Environmental Noise Control Guidelines as outlined in Section 4.2 of this report.

4. METHODOLOGY

4.1 Background

Noise can be defined as any obtrusive sound. It is created at a source, transmitted through a medium, such as air, and intercepted by a receiver. Noise may be characterized in terms of the power of the source or the sound pressure at a specific distance. While the power of a source is characteristic of that particular source, the sound pressure depends on the location of the receiver and the path that the noise takes to reach the receiver. Measurement of noise is based on the decibel unit, dBA, which is a logarithmic ratio referenced to a standard noise level (2×10^{-5} Pascals). The 'A' suffix refers to a weighting scale, which better represents how the noise is perceived by the human ear. With this scale, a doubling of power results in a 3 dBA increase in measured noise levels and is just perceptible to most people. An increase of 10 dBA is often perceived to be twice as loud.

4.2 Roadway Traffic Noise

4.2.1 Criteria for Roadway Traffic Noise

For surface roadway traffic noise, the equivalent sound energy level, L_{eq}, provides a measure of the time varying noise levels, which is well correlated with the annoyance of sound. It is defined as the continuous

sound level, which has the same energy as a time varying noise level over a period of time. For roadways, the L_{eq} is commonly calculated on the basis of a 16-hour (L_{eq16}) daytime (07:00-23:00) / 8-hour (L_{eq8}) nighttime (23:00-07:00) split to assess its impact on residential buildings. The City of Ottawa's Environmental Noise Control Guidelines (ENCG) specifies that the recommended indoor noise limit range (that is relevant to this study) is 50, 45 and 40 dBA for retail, living rooms and sleeping quarters respectively for roadway as listed in Table 1. Based on Gradient Wind's experience, more comfortable indoor noise levels should be targeted, towards 47, 42, and 37 dBA, respectively, to control peak noise and deficiencies in building envelope construction.

TABLE 1: INDOOR SOUND LEVEL CRITERIA (ROAD) [3]

Type of Space	Time Period	Leq (dBA)
General offices, reception areas, **retail stores**, etc.	07:00 – 23:00	50
Living/dining/den areas of **residences**, hospitals, schools, nursing/retirement homes, day-care centres, theatres, places of worship, libraries, individual or semi-private offices, conference rooms, etc.	07:00 – 23:00	45
Sleeping quarters of hotels/motels	23:00 – 07:00	45
Sleeping quarters of **residences**, hospitals, nursing/retirement homes, etc.	23:00 – 07:00	40

Predicted noise levels at the plane of window (POW) dictate the action required to achieve the recommended sound levels. An open window is considered to provide a 10 dBA reduction in noise, while a standard closed window is capable of providing a minimum 20 dBA noise reduction[4]. A closed window due to a ventilation requirement will bring noise levels down to achieve an acceptable indoor environment[5]. Therefore, where noise levels exceed 55 dBA daytime and 50 dBA nighttime, the ventilation for the building should consider the need for having windows and doors closed, which triggers the need for forced air heating with provision for central air conditioning. Where noise levels exceed 65 dBA

[3] Adapted from ENCG 2016 – Tables 2.2b and 2.2c
[4] Burberry, P.B. (2014). Mitchell's Environment and Services. Routledge, Page 125
[5] MECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.8

daytime and 60 dBA nighttime, air conditioning will be required and building components will require higher levels of sound attenuation[6].

The sound level criterion for outdoor living areas is 55 dBA, which applies during the daytime (07:00 to 23:00). When noise levels exceed 55 dBA, mitigation must be provided to reduce noise levels where technically and administratively feasible to acceptable levels at or below the criterion.

4.2.2 Theoretical Roadway Noise Predictions

Noise predictions were performed with the aid of the MECP computerized noise assessment program, STAMSON 5.04, for road analysis. Appendix A includes the STAMSON 5.04 input and output data.

Roadway traffic noise calculations were performed by treating each roadway segment as separate line sources of noise. In addition to the traffic volumes summarized in Table 2, theoretical noise predictions were based on the following parameters:

- Truck traffic on all roadways was taken to comprise 5% heavy trucks and 7% medium trucks, as per ENCG requirements for noise level predictions.
- The day/night split for all streets was taken to be 92%/8%, respectively.
- Ground surfaces were taken to be reflective due to the presence of hard (paved) ground.
- Topography was assumed to be a flat/gentle slope surrounding the study building. Highway 417 is elevated approximately 9 m above local grade.
- Noise receptors were strategically placed at 12 locations around the study area (see Figure 2).
- Receptor distances and exposure angles are illustrated in Figures 4-10.

4.2.3 Roadway Traffic Volumes

The ENCG dictates that noise calculations should consider future sound levels based on a roadway's classification at the mature state of development. Therefore, traffic volumes are based on the roadway classifications outlined in the City of Ottawa's Official Plan (OP) and Transportation Master Plan[7] which provide additional details on future roadway expansions. Average Annual Daily Traffic (AADT) volumes

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

are then based on data in Table B1 of the ENCG for each roadway classification. Table 2 (below) summarizes the AADT values used for each roadway included in this assessment.

TABLE 2: ROADWAY TRAFFIC DATA

Segment	Roadway Traffic Data	Speed Limit (km/h)	Traffic Volumes
Highway 417	8-Lane Freeway	100	**146,664**
Preston Street	2-Lane Urban Arterial	50	**15,000**
Rochester Street	2-Lane Major Collector	50	**12,000**

4.3 Indoor Noise Calculations

The difference between outdoor and indoor noise levels is the noise attenuation provided by the building envelope. According to common industry practice, complete walls and individual wall elements are rated according to the Sound Transmission Class (STC). The STC ratings of common residential walls built in conformance with the Ontario Building Code (2012) typically exceed STC 35, depending on exterior cladding, thickness and interior finish details. For example, brick veneer walls can achieve STC 50 or more. Standard commercially sided exterior metal stud walls have around STC 45. Standard good quality double-glazed non-operable windows can have STC ratings ranging from 25 to 40, depending on the window manufacturer, pane thickness and inter-pane spacing. As previously mentioned, the windows are the known weak point in a partition.

As per Section 4.2, when daytime noise levels (from road and rail sources) at the plane of the window exceed 65 dBA, calculations must be performed to evaluate the sound transmission quality of the building components to ensure acceptable indoor noise levels. The calculation procedure[8] considers:

- Window type and total area as a percentage of total room floor area
- Exterior wall type and total area as a percentage of the total room floor area
- Acoustic absorption characteristics of the room
- Outdoor noise source type and approach geometry
- Indoor sound level criteria, which varies according to the intended use of a space

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

Based on published research[9], exterior walls possess specific sound attenuation characteristics that are used as a basis for calculating the required STC ratings of windows in the same partition. Due to the limited information available at the time of the study, which was prepared for site plan approval, detailed floor layouts and building elevations have not been finalized; therefore, detailed STC calculations could not be performed at this time. As a guideline, the anticipated STC requirements for windows have been estimated based on the overall noise reduction required for each intended use of space (STC = outdoor noise level – targeted indoor noise levels).

5. RESULTS AND DISCUSSION

5.1 Roadway Traffic Noise Levels

The results of the roadway traffic noise calculations are summarized in Table 3 below. A complete set of input and output data from all STAMSON 5.04 calculations are available in Appendix A.

TABLE 3: EXTERIOR NOISE LEVELS DUE TO ROAD TRAFFIC

Receptor Number	Receptor Height Above Grade (m)	Receptor Location	STAMSON 5.04 Noise Level (dBA)	
			Day	Night
1	4.5	Ground Floor - Podium North Façade	60	53
2	4.5	Ground Floor - Podium East Façade	59	51
3	4.5	Ground Floor - Podium South Façade	57	49
4	4.5	Ground Floor - Podium West Façade	70	62
5	4.5	Ground Floor - Podium West Façade	64	57
6	31.5	9th Floor - West Tower North Façade	67	59
7	31.5	9th Floor - West Tower East Façade	66	58
8	31.5	9th Floor - West Tower South Façade	58	50
9	31.5	9th Floor - West Tower West Façade	67	60
10	49.5	15th Floor - East Tower East Façade	68	60
11	7.5	Podium Terrace	54	47
12	52.5	High Roof Terrace	64	57

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

The results of the current analysis indicate that noise levels will range between 54 and 70 dBA during the daytime period (07:00-23:00) and between 47 and 62 dBA during the nighttime period (23:00-07:00). The highest noise level (70 dBA) occurs at the far west façade, which is nearest and most exposed to Preston Street.

5.2 Noise Control Measures

The noise levels predicted due to roadway traffic exceed the criteria listed in Section 4.2 for building components. As discussed in Section 4.3, the anticipated STC requirements for windows have been estimated based on the overall noise reduction required for each intended use of space (STC = outdoor noise level – targeted indoor noise levels). As per city of Ottawa requirements, detailed STC calculations will be required to be completed prior to building permit application for each unit type. The STC requirements for the windows are summarized below for various units within the development (see Figure 3):

- **Bedroom Windows**

(i) Bedroom windows facing north, east and west on the towers will require a minimum STC of 31

(ii) All other bedroom windows are to satisfy Ontario Building Code (OBC 2012) requirements

- **Living Room Windows**

(i) Living room windows facing north, east and west on the towers will require a minimum STC of 26

(ii) All other living room windows are to satisfy Ontario Building Code (OBC 2012) requirements

- **Retail Windows**

(i) Retail windows facing west will require a minimum STC of 25

(ii) All other living room windows are to satisfy Ontario Building Code (OBC 2012) requirements

- **Exterior Walls**

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

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

The STC requirements apply to windows, doors, spandrel panels and curtainwall elements. Exterior wall components on these façades are recommended to have a minimum STC of 45, where a window/wall system is used. A review of window supplier literature indicates that the specified STC ratings can be achieved by a variety of window systems having a combination of glass thickness and inter-pane spacing. We have specified an example window configuration, however several manufacturers and various combinations of window components, such as those proposed, will offer the necessary sound attenuation rating. It is the responsibility of the manufacturer to ensure that the specified window achieves the required STC. This can only be assured by using window configurations that have been certified by laboratory testing. The requirements for STC ratings assume that the remaining components of the building are constructed and installed according to the minimum standards of the Ontario Building Code. The specified STC requirements also apply to swinging and/or sliding patio doors.

Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, Warning Clauses will also be required in all Lease, Purchase and Sale Agreements, as summarized in Section 6.

5.3 Noise Barrier Calculation

Noise levels at the high roof terrace (Receptor 12) are expected to approach 64 dBA during the daytime period. If this area is to be used as an outdoor living area, noise control measures are required to reduce the L_{eq} to 55 dBA. Further analysis investigated the noise mitigating impact of raising the north perimeter guard. Results of the investigation proved that noise levels can only be reduced to 60 dBA with a 3 m tall barrier which is not considered to be architecturally feasible. Furthermore, the development has a common outdoor living area at the podium terrace with noise levels below 55 dBA. Outdoor amenity space on the high roofs should be located toward the center of the roof, to reduce exposure to Highway 417. Table 4 summarizes the results of the barrier investigation.

TABLE 4: RESULTS OF NOISE BARRIER INVESTIGATION

Receptor Number	Receptor Location	Barrier Height (m)	Daytime Leq Noise Levels (dBA)
12	High Roof Terrace	No Barrier	64
		1.5	62
		3	60

6. CONCLUSIONS AND RECOMMENDATIONS

The results of the current analysis indicate that noise levels will range between 54 and 70 dBA during the daytime period (07:00-23:00) and between 47 and 62 dBA during the nighttime period (23:00-07:00). The highest noise level (70 dBA) occurs at the far west façade, which is nearest and most exposed to Preston Street. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA, as indicated in Figure 3.

Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. The following Warning Clause[11] will also be required on all Lease, Purchase and Sale Agreements, as summarized below:

> *"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing roadway traffic may, on occasion, interfere with some activities of the dwelling occupants, as the sound levels exceed the sound level limits of the City and the Ministry of the Environment and Climate Change. To help address the need for sound attenuation, this development includes:*

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

- *STC rated multi-pane glazing elements and spandrel panels*
    - *North, east and west tower façades bedroom/living room: STC 31/26*
    - *West façade retail: STC 25*
- *STC rated exterior walls*
    - *North, east and west tower façades and retail west façade: STC 45*

This dwelling unit has also been designed with air conditioning. Air conditioning will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City and the Ministry of the Environment and Climate Change.

To ensure that provincial sound level limits are not exceeded, it is important to maintain these sound attenuation features."

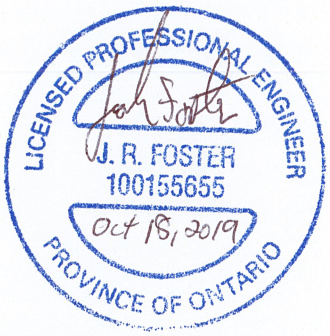
Noise levels at the high roof terrace (Receptor 12) are expected to approach 64 dBA during the daytime period. If this area is to be used as an outdoor living area, noise control measures are required to reduce the L_{eq} to 55 dBA. Further analysis investigated the noise mitigating impact of raising the north perimeter guard. Results of the investigation proved that noise levels can only be reduced to 60 dBA with a 3 m tall barrier which is not considered to be architecturally feasible. Furthermore, the development has a common outdoor living area at the podium terrace with noise levels below 55 dBA. Outdoor amenity space on the high roofs should be located toward the center of the roof, to reduce exposure to Highway 417.

With regards to stationary noise impacts, a stationary noise study will be performed once mechanical plans for the proposed building become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed building on surrounding noise-sensitive areas. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below NPC-300 limits.

This concludes our traffic noise assessment and report. If you have any questions or wish to discuss our findings, please advise us. In the interim, we thank you for the opportunity to be of service.

Sincerely,

Gradient Wind Engineering Inc.



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Gradient Wind File #19-023 – Traffic Noise

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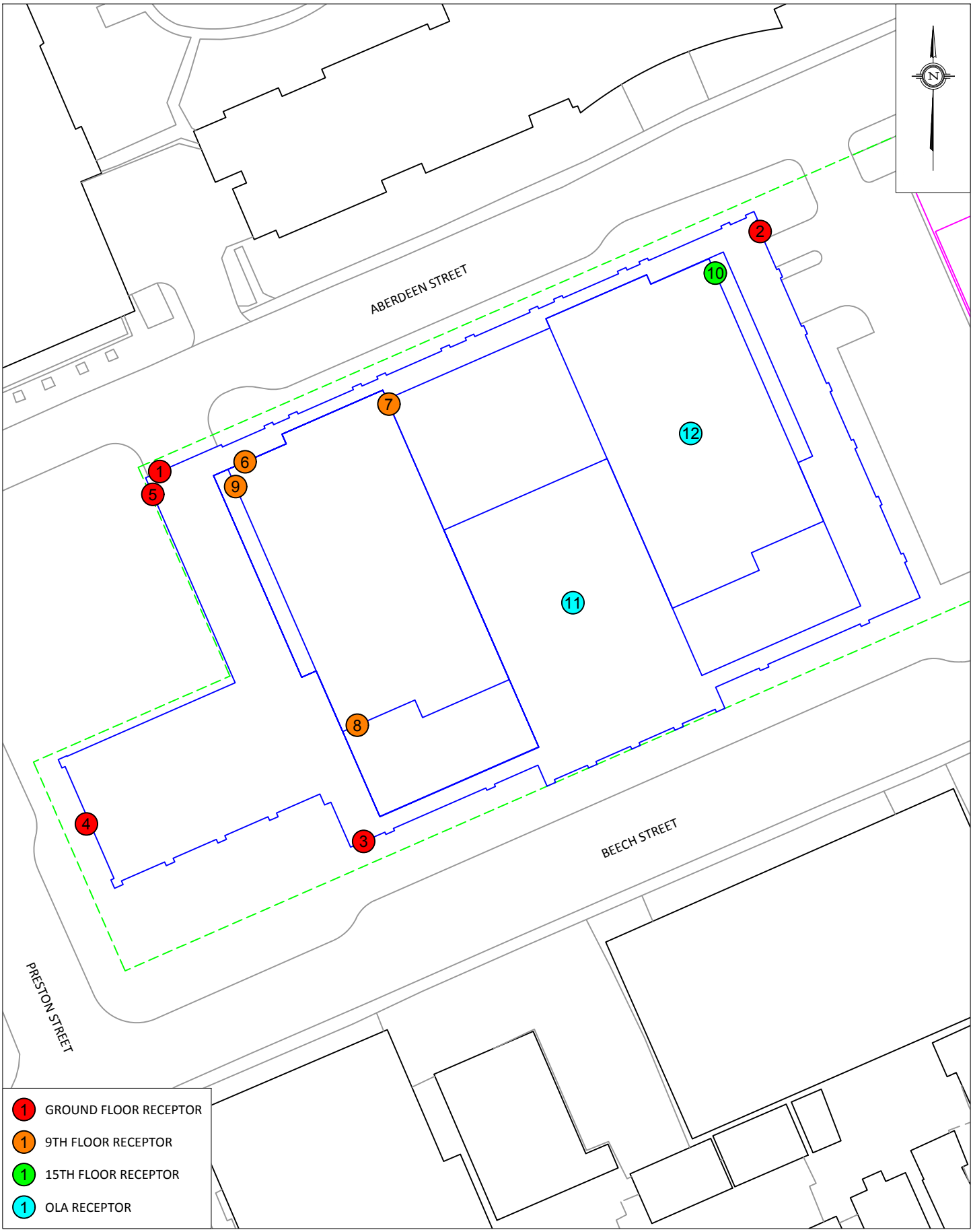
PROJECT	450 ROCHESTER STREET, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT		DESCRIPTION
SCALE	1:2000 (APPROX.)	DRAWING NO. GWE19-023-1	FIGURE 1: SITE PLAN AND SURROUNDING CONTEXT
DATE	OCTOBER 11, 2019	DRAWN BY M.L.	



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DRAWING NO.	GWE19-023-2
DATE	OCTOBER 11, 2019
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DESCRIPTION

FIGURE 2:
RECEPTOR LOCATIONS

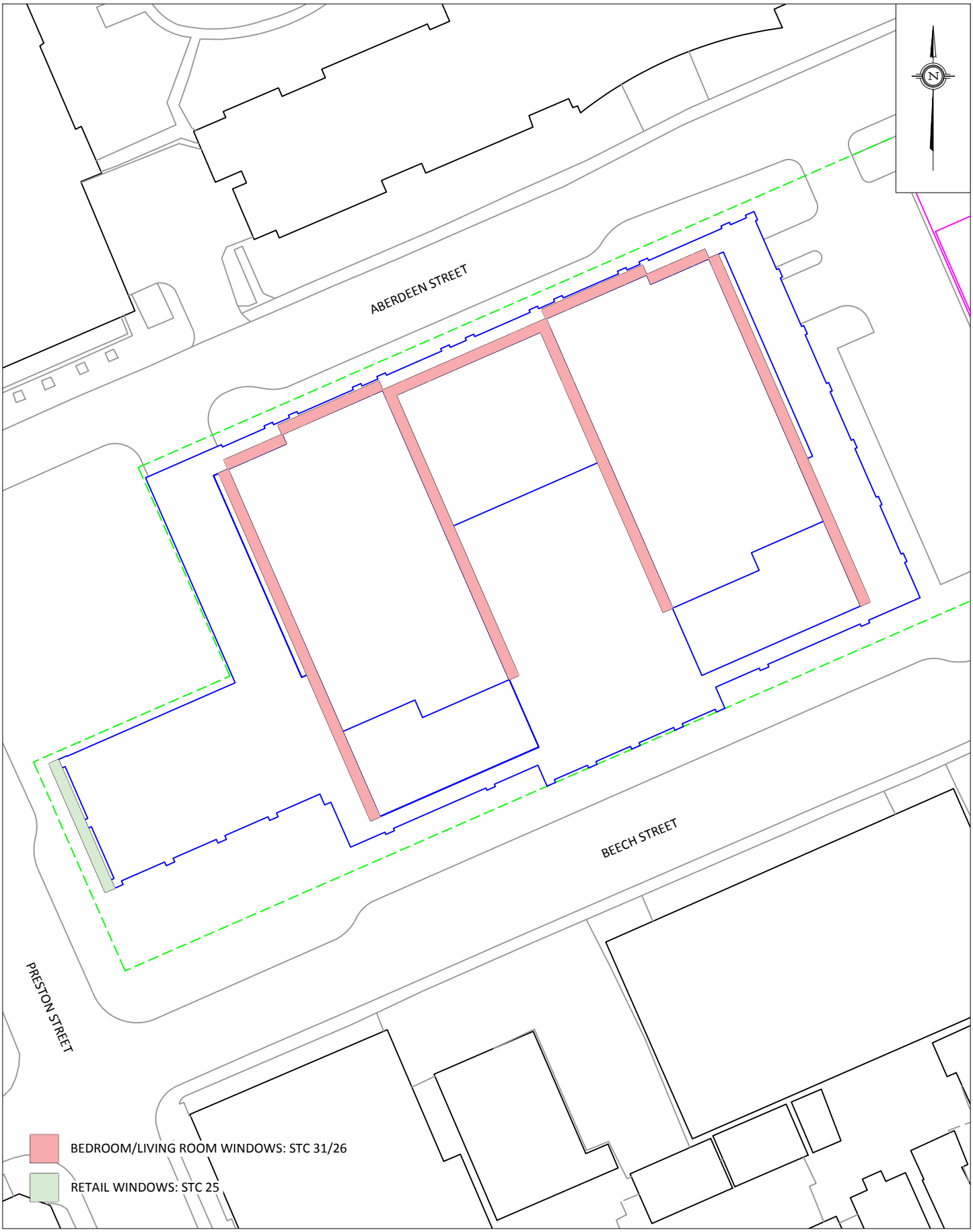

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FIGURE 3:
WINDOW STC REQUIREMENTS

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FIGURE 4:
STAMSON INPUT PARAMETERS - RECEPTOR 1,3

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FIGURE 5:
STAMSON INPUT PARAMETERS - RECEPTOR 2,4

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FIGURE 6:
STAMSON INPUT PARAMETERS - RECEPTOR 5,7

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FIGURE 7:
STAMSON INPUT PARAMETERS - RECEPTOR 6,8

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FIGURE 8:
STAMSON INPUT PARAMETERS - RECEPTOR 9,10

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FIGURE 9:
STAMSON INPUT PARAMETERS - RECEPTOR 11

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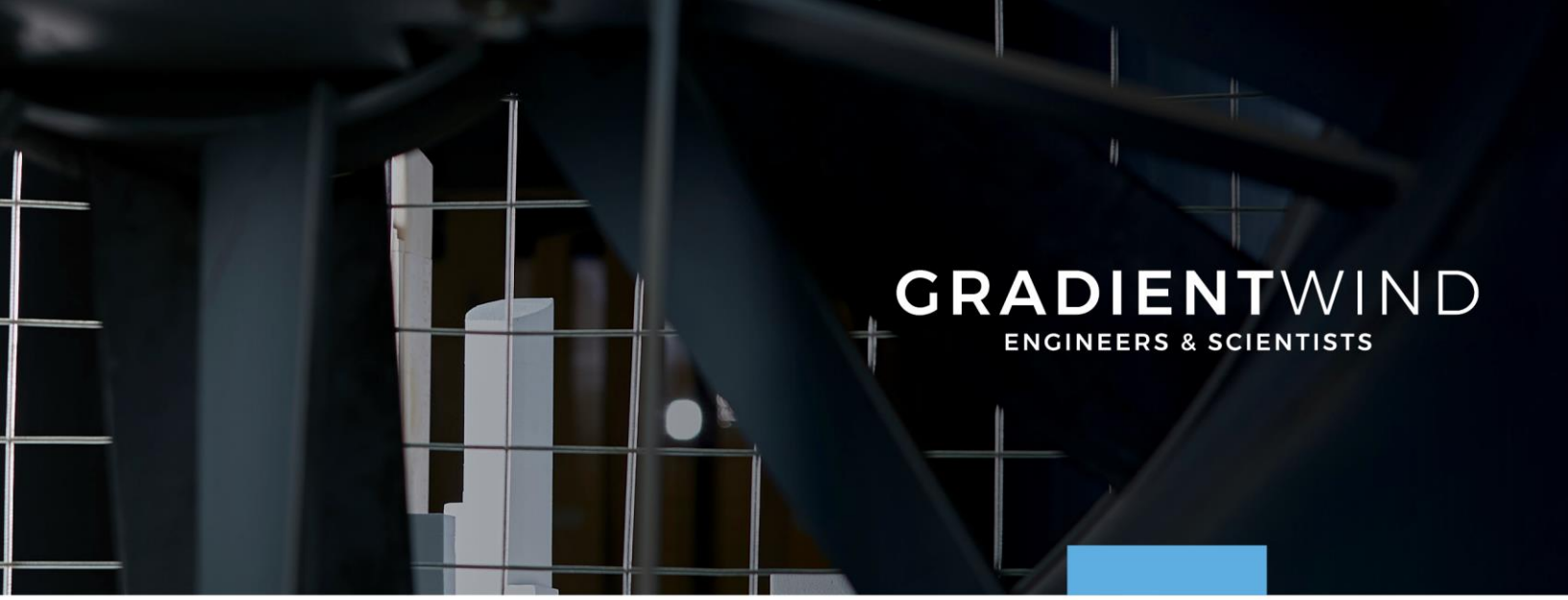
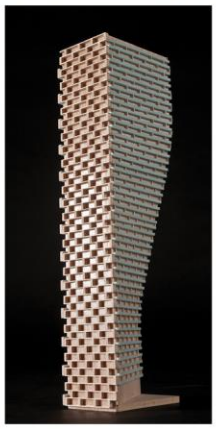
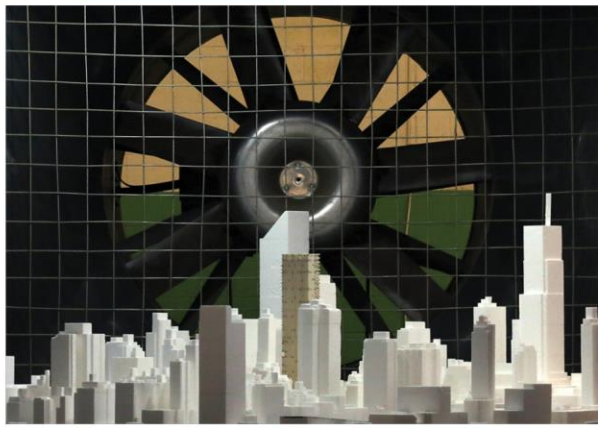
DESCRIPTION

FIGURE 10:
STAMSON INPUT PARAMETERS - RECEPTOR 12







APPENDIX A

STAMSON 5.04 – INPUT AND OUTPUT DATA

127 WALGREEN ROAD, OTTAWA, ON, CANADA K0A 1L0 | 613 836 0934
GRADIENTWIND.COM

```
STAMSON 5.0        NORMAL REPORT        Date: 10-10-2019 32:31:25
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Highway1 (day/night)
----------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway1 (day/night)
-------------------------------------------
Angle1   Angle2           : -64.00 deg   -55.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 203.00 / 203.00 m
Receiver height           :   4.50 / 4.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -64.00 deg   Angle2 : -55.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  21.00 / 21.00  m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Highway2 (day/night)
---------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway2 (day/night)
------------------------------------------
Angle1   Angle2           : -55.00 deg   72.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 203.00 / 203.00 m
Receiver height           :   4.50 / 4.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -55.00 deg   Angle2 : 72.00 deg
Barrier height            :  22.00 m
Barrier receiver distance :  21.00 / 21.00  m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: Preston (day/night)
-------------------------------------------
Car traffic volume  : 12144/1056  veh/TimePeriod  *
Medium truck volume :   966/84    veh/TimePeriod  *
Heavy truck volume  :   690/60    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth         :   0.00
    Number of Years of Growth           :   0.00
    Medium Truck % of Total Volume      :   7.00
    Heavy Truck  % of Total Volume      :   5.00
    Day (16 hrs) % of Total Volume      :  92.00

Data for Segment # 3: Preston (day/night)
-----------------------------------------
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  40.00 / 40.00  m
Receiver height           :   4.50 / 4.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  43.00 deg   Angle2 : 90.00 deg
Barrier height            :  22.00 m
Barrier receiver distance :  24.00 / 24.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Highway1 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.12 !         5.12

ROAD (0.00 + 54.56 + 0.00) = 54.56 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -64    -55   0.00  84.41   0.00 -11.31 -13.01   0.00   0.00  -5.53  54.56
-------------------------------------------------------------------------------

Segment Leq : 54.56 dBA


Results segment # 2: Highway2 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.12 !         5.12

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
-------------------------------------------------------------------------------
   -55     72   0.00  84.41   0.00 -11.31  -1.51   0.00   0.00 -20.00  51.58
-------------------------------------------------------------------------------

Segment Leq : 51.58 dBA


Results segment # 3: Preston (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        2.70 !         2.70

ROAD (58.00 + 39.81 + 0.00) = 58.07 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     43   0.00  68.48   0.00  -4.26  -6.22   0.00   0.00   0.00  58.00
-------------------------------------------------------------------------------
    43     90   0.00  68.48   0.00  -4.26  -5.83   0.00   0.00 -18.58  39.81
-------------------------------------------------------------------------------

Segment Leq : 58.07 dBA

Total Leq All Segments: 60.30 dBA
```

```
Results segment # 1: Highway1 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.12 !         5.12

ROAD (0.00 + 46.96 + 0.00) = 46.96 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -64    -55   0.00  76.81   0.00 -11.31 -13.01   0.00   0.00  -5.53  46.96
-------------------------------------------------------------------------------

Segment Leq : 46.96 dBA


Results segment # 2: Highway2 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.12 !         5.12

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
-------------------------------------------------------------------------------
   -55     72   0.00  76.81   0.00 -11.31  -1.51   0.00   0.00 -20.00  43.98
-------------------------------------------------------------------------------

Segment Leq : 43.98 dBA


Results segment # 3: Preston (night)
------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        2.70 !         2.70

ROAD (50.41 + 32.21 + 0.00) = 50.47 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     43   0.00  60.88   0.00  -4.26  -6.22   0.00   0.00   0.00  50.41
-------------------------------------------------------------------------------
    43     90   0.00  60.88   0.00  -4.26  -5.83   0.00   0.00 -18.58  32.21
-------------------------------------------------------------------------------

Segment Leq : 50.47 dBA

Total Leq All Segments: 52.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.30
                           (NIGHT): 52.70
```

```
STAMSON 5.0        NORMAL REPORT        Date: 10-10-2019 32:32:24
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Highway1 (day/night)
----------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway1 (day/night)
-------------------------------------------
Angle1   Angle2           :   0.00 deg   55.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 196.00 / 196.00 m
Receiver height           :   4.50 / 4.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   0.00 deg   Angle2 : 55.00 deg
Barrier height            :  22.00 m
Barrier receiver distance :  45.00 / 45.00  m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Highway2 (day/night)
-------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway2 (day/night)
------------------------------------------
Angle1   Angle2           :  55.00 deg   70.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 196.00 / 196.00 m
Receiver height           :   4.50 / 4.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  55.00 deg   Angle2 : 70.00 deg
Barrier height            :  14.00 m
Barrier receiver distance :  45.00 / 45.00  m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: Rochester (day/night)
---------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

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

Data for Segment # 3: Rochester (day/night)
-------------------------------------------
Angle1   Angle2           : -90.00 deg   58.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  63.00 / 63.00  m
Receiver height           :   4.50 / 4.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -27.00 deg
Barrier height            :  22.00 m
Barrier receiver distance :  50.00 / 50.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Highway1 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.88 !         5.88

ROAD (0.00 + 48.10 + 0.00) = 48.10 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     55   0.00  84.41   0.00 -11.16  -5.15   0.00   0.00 -20.00  48.10
-------------------------------------------------------------------------------

Segment Leq : 48.10 dBA


Results segment # 2: Highway2 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.88 !         5.88

ROAD (0.00 + 48.48 + 0.00) = 48.48 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    55     70   0.00  84.41   0.00 -11.16 -10.79   0.00   0.00 -13.97  48.48
-------------------------------------------------------------------------------

Segment Leq : 48.48 dBA


Results segment # 3: Rochester (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        2.12 !         2.12

ROAD (0.00 + 37.92 + 58.02) = 58.06 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -27   0.00  67.51   0.00  -6.23  -4.56   0.00   0.00 -18.80  37.92
-------------------------------------------------------------------------------
   -27     58   0.00  67.51   0.00  -6.23  -3.26   0.00   0.00   0.00  58.02
-------------------------------------------------------------------------------

Segment Leq : 58.06 dBA

Total Leq All Segments: 58.89 dBA
```

```
Results segment # 1: Highway1 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.88 !         5.88

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     55   0.00  76.81   0.00 -11.16  -5.15   0.00   0.00 -20.00  40.50
-------------------------------------------------------------------------------

Segment Leq : 40.50 dBA


Results segment # 2: Highway2 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.88 !         5.88

ROAD (0.00 + 40.88 + 0.00) = 40.88 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    55     70   0.00  76.81   0.00 -11.16 -10.79   0.00   0.00 -13.97  40.88
-------------------------------------------------------------------------------

Segment Leq : 40.88 dBA


Results segment # 3: Rochester (night)
--------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        2.12 !         2.12

ROAD (0.00 + 30.32 + 50.42) = 50.46 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -27   0.00  59.91   0.00  -6.23  -4.56   0.00   0.00 -18.80  30.32
-------------------------------------------------------------------------------
   -27     58   0.00  59.91   0.00  -6.23  -3.26   0.00   0.00   0.00  50.42
-------------------------------------------------------------------------------

Segment Leq : 50.46 dBA

Total Leq All Segments: 51.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.89
                           (NIGHT): 51.29
```

```
STAMSON 5.0         NORMAL REPORT         Date: 10-10-2019 32:32:29
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


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

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Preston (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  45.00 / 45.00  m
Receiver height           :   4.50 / 4.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -34.00 deg
Barrier height            :   9.00 m
Barrier receiver distance :  35.00 / 35.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        2.16 !         2.16

ROAD (0.00 + 43.27 + 56.47) = 56.67 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -34   0.00  68.48   0.00  -4.77  -5.07   0.00   0.00 -15.37  43.27
-------------------------------------------------------------------------------
   -34      0   0.00  68.48   0.00  -4.77  -7.24   0.00   0.00   0.00  56.47
-------------------------------------------------------------------------------

Segment Leq : 56.67 dBA

Total Leq All Segments: 56.67 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        2.16 !         2.16

ROAD (0.00 + 35.68 + 48.87) = 49.08 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -34   0.00  60.88   0.00  -4.77  -5.07   0.00   0.00 -15.37  35.68
-------------------------------------------------------------------------------
   -34      0   0.00  60.88   0.00  -4.77  -7.24   0.00   0.00   0.00  48.87
-------------------------------------------------------------------------------

Segment Leq : 49.08 dBA

Total Leq All Segments: 49.08 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 56.67
                           (NIGHT): 49.08
```

```
STAMSON 5.0         NORMAL REPORT         Date: 10-10-2019 32:32:34
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Highway (day/night)
-------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   -7.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 245.00 / 245.00 m
Receiver height           :   4.50 / 4.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -7.00 deg
Barrier height            :   7.00 m
Barrier receiver distance :  60.00 / 60.00  m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Preston (day/night)
-------------------------------------------
Car traffic volume  : 12144/1056  veh/TimePeriod  *
Medium truck volume :   966/84    veh/TimePeriod  *
Heavy truck volume  :   690/60    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 2: Preston (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  15.00 / 15.00  m
Receiver height           :   4.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.97 !         5.97

ROAD (0.00 + 63.55 + 0.00) = 63.55 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     -7   0.00  84.41   0.00 -12.13  -3.36   0.00   0.00  -5.36  63.55
-------------------------------------------------------------------------------

Segment Leq : 63.55 dBA


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

Source height = 1.50 m

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

Segment Leq : 68.48 dBA

Total Leq All Segments: 69.69 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.97 !         5.97

ROAD (0.00 + 55.96 + 0.00) = 55.96 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     -7   0.00  76.81   0.00 -12.13  -3.36   0.00   0.00  -5.36  55.96
-------------------------------------------------------------------------------

Segment Leq : 55.96 dBA
```

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

Source height = 1.50 m

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

Segment Leq : 60.88 dBA

Total Leq All Segments: 62.09 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 69.69
                           (NIGHT): 62.09
```

```
STAMSON 5.0        NORMAL REPORT        Date: 10-10-2019 32:32:39
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Highway1 (day/night)
-------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway1 (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   -49.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 206.00 / 206.00 m
Receiver height           :   4.50 / 4.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -49.00 deg
Barrier height            :   7.00 m
Barrier receiver distance :  23.00 / 23.00  m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Highway2 (day/night)
-------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway2 (day/night)
------------------------------------------
Angle1   Angle2           : -49.00 deg   -7.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 206.00 / 206.00 m
Receiver height           :   4.50 / 4.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -49.00 deg   Angle2 : -7.00 deg
Barrier height            :  22.00 m
Barrier receiver distance :  23.00 / 23.00  m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: Preston1 (day/night)
-------------------------------------------
Car traffic volume  : 12144/1056  veh/TimePeriod  *
Medium truck volume :   966/84    veh/TimePeriod  *
Heavy truck volume  :   690/60    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: Preston1 (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   48.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  38.00 / 38.00  m
Receiver height           :   4.50 / 4.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -47.00 deg
Barrier height            :  12.00 m
Barrier receiver distance :  23.00 / 23.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: Preston2 (day/night)
----------------------------------------------
Car traffic volume  : 12144/1056  veh/TimePeriod  *
Medium truck volume :   966/84    veh/TimePeriod  *
Heavy truck volume  :   690/60    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 4: Preston2 (day/night)
------------------------------------------
Angle1   Angle2           :  48.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  38.00 / 38.00  m
Receiver height           :   4.50 / 4.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  48.00 deg   Angle2 : 90.00 deg
Barrier height            :  22.00 m
Barrier receiver distance :  23.00 / 23.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Highway1 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.17 !         5.17

ROAD (0.00 + 60.37 + 0.00) = 60.37 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -49   0.00  84.41   0.00 -11.38  -6.42   0.00   0.00  -6.24  60.37
-------------------------------------------------------------------------------

Segment Leq : 60.37 dBA


Results segment # 2: Highway2 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.17 !         5.17

ROAD (0.00 + 46.71 + 0.00) = 46.71 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -49     -7   0.00  84.41   0.00 -11.38  -6.32   0.00   0.00 -20.00  46.71
-------------------------------------------------------------------------------

Segment Leq : 46.71 dBA


Results segment # 3: Preston1 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        2.68 !         2.68

ROAD (0.00 + 42.22 + 61.67) = 61.72 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -47   0.00  68.48   0.00  -4.04  -6.22   0.00   0.00 -16.00  42.22
-------------------------------------------------------------------------------
   -47     48   0.00  68.48   0.00  -4.04  -2.78   0.00   0.00   0.00  61.67
-------------------------------------------------------------------------------

Segment Leq : 61.72 dBA
```

```
Results segment # 4: Preston2 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        2.68 !         2.68

ROAD (0.00 + 39.64 + 0.00) = 39.64 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    48     90   0.00  68.48   0.00  -4.04  -6.32   0.00   0.00 -18.48  39.64
-------------------------------------------------------------------------------

Segment Leq : 39.64 dBA

Total Leq All Segments: 64.20 dBA


Results segment # 1: Highway1 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.17 !         5.17

ROAD (0.00 + 52.77 + 0.00) = 52.77 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -49   0.00  76.81   0.00 -11.38  -6.42   0.00   0.00  -6.24  52.77
-------------------------------------------------------------------------------

Segment Leq : 52.77 dBA


Results segment # 2: Highway2 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        5.17 !         5.17

ROAD (0.00 + 39.11 + 0.00) = 39.11 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -49     -7   0.00  76.81   0.00 -11.38  -6.32   0.00   0.00 -20.00  39.11
-------------------------------------------------------------------------------

Segment Leq : 39.11 dBA
```

```
Results segment # 3: Preston1 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        2.68 !         2.68

ROAD (0.00 + 34.63 + 54.07) = 54.12 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -47   0.00  60.88   0.00  -4.04  -6.22   0.00   0.00 -16.00  34.63
-------------------------------------------------------------------------------
   -47     48   0.00  60.88   0.00  -4.04  -2.78   0.00   0.00   0.00  54.07
-------------------------------------------------------------------------------

Segment Leq : 54.12 dBA


Results segment # 4: Preston2 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        4.50 !        2.68 !         2.68

ROAD (0.00 + 32.04 + 0.00) = 32.04 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    48     90   0.00  60.88   0.00  -4.04  -6.32   0.00   0.00 -18.48  32.04
-------------------------------------------------------------------------------

Segment Leq : 32.04 dBA

Total Leq All Segments: 56.60 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 64.20
                           (NIGHT): 56.60
```

```
STAMSON 5.0        NORMAL REPORT        Date: 10-10-2019 32:32:44
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Highway1 (day/night)
----------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway1 (day/night)
-------------------------------------------
Angle1   Angle2           : -64.00 deg   -2.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 205.00 / 205.00 m
Receiver height           :  31.50 / 31.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -64.00 deg   Angle2 : -10.00 deg
Barrier height            :  22.00 m
Barrier receiver distance : 134.00 / 134.00 m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Highway2 (day/night)
---------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway2 (day/night)
------------------------------------------
Angle1   Angle2           :  -2.00 deg   34.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 205.00 / 205.00 m
Receiver height           :  31.50 / 31.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  -2.00 deg   Angle2 : 25.00 deg
Barrier height            :  48.00 m
Barrier receiver distance : 134.00 / 134.00 m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: Highway3 (day/night)
----------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway3 (day/night)
------------------------------------------
Angle1   Angle2           :  34.00 deg   71.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 205.00 / 205.00 m
Receiver height           :  31.50 / 31.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  34.00 deg   Angle2 : 55.00 deg
Barrier height            :  48.00 m
Barrier receiver distance : 115.00 / 115.00 m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: Preston1 (day/night)
----------------------------------------------
Car traffic volume  : 12144/1056  veh/TimePeriod  *
Medium truck volume :   966/84    veh/TimePeriod  *
Heavy truck volume  :   690/60    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth         :   0.00
    Number of Years of Growth           :   0.00
    Medium Truck % of Total Volume      :   7.00
    Heavy Truck  % of Total Volume      :   5.00
    Day (16 hrs) % of Total Volume      :  92.00

Data for Segment # 4: Preston1 (day/night)
------------------------------------------
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  51.00 / 51.00  m
Receiver height           :  31.50 / 31.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  36.00 deg   Angle2 : 90.00 deg
Barrier height            :  22.00 m
Barrier receiver distance :  35.00 / 35.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Highway1 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       17.77 !        17.77

ROAD (0.00 + 58.01 + 59.53) = 61.85 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -64    -10   0.00  84.41   0.00 -11.36  -5.23   0.00   0.00  -9.81  58.01
-------------------------------------------------------------------------------
   -10     -2   0.00  84.41   0.00 -11.36 -13.52   0.00   0.00   0.00  59.53
-------------------------------------------------------------------------------

Segment Leq : 61.85 dBA


Results segment # 2: Highway2 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       17.77 !        17.77

ROAD (0.00 + 44.81 + 60.04) = 60.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    -2     25   0.00  84.41   0.00 -11.36  -8.24   0.00   0.00 -20.00  44.81
-------------------------------------------------------------------------------
    25     34   0.00  84.41   0.00 -11.36 -13.01   0.00   0.00   0.00  60.04
-------------------------------------------------------------------------------

Segment Leq : 60.17 dBA


Results segment # 3: Highway3 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       19.72 !        19.72

ROAD (0.00 + 43.72 + 62.54) = 62.60 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    34     55   0.00  84.41   0.00 -11.36  -9.33   0.00   0.00 -20.00  43.72
-------------------------------------------------------------------------------
    55     71   0.00  84.41   0.00 -11.36 -10.51   0.00   0.00   0.00  62.54
-------------------------------------------------------------------------------

Segment Leq : 62.60 dBA
```

```
Results segment # 4: Preston1 (day)
-----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       10.91 !        10.91

ROAD (56.18 + 42.26 + 0.00) = 56.35 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     36   0.00  68.48   0.00  -5.31  -6.99   0.00   0.00   0.00  56.18
-------------------------------------------------------------------------------
    36     90   0.00  68.48   0.00  -5.31  -5.23   0.00   0.00 -15.67  42.26
-------------------------------------------------------------------------------

Segment Leq : 56.35 dBA

Total Leq All Segments: 66.83 dBA


Results segment # 1: Highway1 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       17.77 !        17.77

ROAD (0.00 + 50.41 + 51.93) = 54.25 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -64    -10   0.00  76.81   0.00 -11.36  -5.23   0.00   0.00  -9.81  50.41
-------------------------------------------------------------------------------
   -10     -2   0.00  76.81   0.00 -11.36 -13.52   0.00   0.00   0.00  51.93
-------------------------------------------------------------------------------

Segment Leq : 54.25 dBA

Results segment # 2: Highway2 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       17.77 !        17.77

ROAD (0.00 + 37.22 + 52.44) = 52.57 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    -2     25   0.00  76.81   0.00 -11.36  -8.24   0.00   0.00 -20.00  37.22
-------------------------------------------------------------------------------
    25     34   0.00  76.81   0.00 -11.36 -13.01   0.00   0.00   0.00  52.44
-------------------------------------------------------------------------------

Segment Leq : 52.57 dBA
```

```
Results segment # 3: Highway3 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       19.72 !        19.72

ROAD (0.00 + 36.12 + 54.94) = 55.00 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    34     55   0.00  76.81   0.00 -11.36  -9.33   0.00   0.00 -20.00  36.12
-------------------------------------------------------------------------------
    55     71   0.00  76.81   0.00 -11.36 -10.51   0.00   0.00   0.00  54.94
-------------------------------------------------------------------------------

Segment Leq : 55.00 dBA


Results segment # 4: Preston1 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       10.91 !        10.91

ROAD (48.58 + 34.67 + 0.00) = 48.75 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     36   0.00  60.88   0.00  -5.31  -6.99   0.00   0.00   0.00  48.58
-------------------------------------------------------------------------------
    36     90   0.00  60.88   0.00  -5.31  -5.23   0.00   0.00 -15.67  34.67
-------------------------------------------------------------------------------

Segment Leq : 48.75 dBA

Total Leq All Segments: 59.23 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 66.83
                           (NIGHT): 59.23
```

```
STAMSON 5.0        NORMAL REPORT        Date: 10-10-2019 32:32:49
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r7.te               Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Highway1 (day/night)
----------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway1 (day/night)
-------------------------------------------
Angle1   Angle2           :  -7.00 deg   27.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 204.00 / 204.00 m
Receiver height           :  31.50 / 31.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  -7.00 deg   Angle2 : 13.00 deg
Barrier height            :  48.00 m
Barrier receiver distance : 116.00 / 116.00 m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Highway2 (day/night)
-------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway2 (day/night)
------------------------------------------
Angle1   Angle2           :  27.00 deg   71.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 204.00 / 204.00 m
Receiver height           :  31.50 / 31.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  27.00 deg   Angle2 : 51.00 deg
Barrier height            :  48.00 m
Barrier receiver distance : 116.00 / 116.00 m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Highway1 (day)
-----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       19.56 !        19.56

ROAD (0.00 + 43.53 + 61.98) = 62.04 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    -7     13   0.00  84.41   0.00 -11.34  -9.54   0.00   0.00 -20.00  43.53
-------------------------------------------------------------------------------
    13     27   0.00  84.41   0.00 -11.34 -11.09   0.00   0.00   0.00  61.98
-------------------------------------------------------------------------------

Segment Leq : 62.04 dBA


Results segment # 2: Highway2 (day)
-----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       19.56 !        19.56

ROAD (0.00 + 44.32 + 63.53) = 63.58 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    27     51   0.00  84.41   0.00 -11.34  -8.75   0.00   0.00 -20.00  44.32
-------------------------------------------------------------------------------
    51     71   0.00  84.41   0.00 -11.34  -9.54   0.00   0.00   0.00  63.53
-------------------------------------------------------------------------------

Segment Leq : 63.58 dBA

Total Leq All Segments: 65.89 dBA

Results segment # 1: Highway1 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       19.56 !        19.56

ROAD (0.00 + 35.93 + 54.38) = 54.45 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    -7     13   0.00  76.81   0.00 -11.34  -9.54   0.00   0.00 -20.00  35.93
-------------------------------------------------------------------------------
    13     27   0.00  76.81   0.00 -11.34 -11.09   0.00   0.00   0.00  54.38
-------------------------------------------------------------------------------

Segment Leq : 54.45 dBA
```

```
Results segment # 2: Highway2 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       19.56 !        19.56

ROAD (0.00 + 36.72 + 55.93) = 55.98 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    27     51   0.00  76.81   0.00 -11.34  -8.75   0.00   0.00 -20.00  36.72
-------------------------------------------------------------------------------
    51     71   0.00  76.81   0.00 -11.34  -9.54   0.00   0.00   0.00  55.93
-------------------------------------------------------------------------------

Segment Leq : 55.98 dBA

Total Leq All Segments: 58.29 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 65.89
                           (NIGHT): 58.29
```

```
STAMSON 5.0         NORMAL REPORT         Date: 10-10-2019 32:32:55
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r8.te                 Time Period: Day/Night 16/8 hours
Description:


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

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Preston (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  51.00 / 51.00  m
Receiver height           :  31.50 / 31.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -43.00 deg
Barrier height            :   9.00 m
Barrier receiver distance :  41.00 / 41.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !        7.38 !         7.38

ROAD (0.00 + 50.72 + 56.95) = 57.88 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -43   0.00  68.48   0.00  -5.31  -5.83   0.00   0.00  -6.61  50.72
-------------------------------------------------------------------------------
   -43      0   0.00  68.48   0.00  -5.31  -6.22   0.00   0.00   0.00  56.95
-------------------------------------------------------------------------------

Segment Leq : 57.88 dBA

Total Leq All Segments: 57.88 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !        7.38 !         7.38

ROAD (0.00 + 43.13 + 49.35) = 50.28 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -43   0.00  60.88   0.00  -5.31  -5.83   0.00   0.00  -6.61  43.13
-------------------------------------------------------------------------------
   -43      0   0.00  60.88   0.00  -5.31  -6.22   0.00   0.00   0.00  49.35
-------------------------------------------------------------------------------

Segment Leq : 50.28 dBA

Total Leq All Segments: 50.28 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 57.88
                           (NIGHT): 50.28
```

```
STAMSON 5.0        NORMAL REPORT        Date: 10-10-2019 32:33:03
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r9.te               Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Highway1 (day/night)
---------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway1 (day/night)
-------------------------------------------
Angle1   Angle2           : -90.00 deg   -56.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 208.00 / 208.00 m
Receiver height           :  31.50 / 31.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -56.00 deg
Barrier height            :   7.00 m
Barrier receiver distance : 137.00 / 137.00 m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Highway2 (day/night)
-------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway2 (day/night)
------------------------------------------
Angle1   Angle2           : -56.00 deg   -7.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 208.00 / 208.00 m
Receiver height           :  31.50 / 31.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -56.00 deg   Angle2 : -7.00 deg
Barrier height            :  22.00 m
Barrier receiver distance : 137.00 / 137.00 m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: Preston1 (day/night)
----------------------------------------------
Car traffic volume  : 12144/1056  veh/TimePeriod  *
Medium truck volume :   966/84    veh/TimePeriod  *
Heavy truck volume  :   690/60    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: Preston1 (day/night)
------------------------------------------
Angle1   Angle2           : -90.00 deg   41.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  49.00 / 49.00  m
Receiver height           :  31.50 / 31.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -33.00 deg
Barrier height            :  12.00 m
Barrier receiver distance :  36.00 / 36.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 4: Preston2 (day/night)
----------------------------------------------
Car traffic volume  : 12144/1056  veh/TimePeriod  *
Medium truck volume :   966/84    veh/TimePeriod  *
Heavy truck volume  :   690/60    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 4: Preston2 (day/night)
------------------------------------------
Angle1   Angle2           :  41.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  49.00 / 49.00  m
Receiver height           :  31.50 / 31.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  41.00 deg   Angle2 : 90.00 deg
Barrier height            :  22.00 m
Barrier receiver distance :  33.00 / 33.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Results segment # 1: Highway1 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       17.67 !        17.67

ROAD (0.00 + 65.75 + 0.00) = 65.75 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -56   0.00  84.41   0.00 -11.42  -7.24   0.00   0.00  -0.18  65.57*
   -90    -56   0.00  84.41   0.00 -11.42  -7.24   0.00   0.00   0.00  65.75
-------------------------------------------------------------------------------

 * Bright Zone !

Segment Leq : 65.75 dBA


Results segment # 2: Highway2 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       17.67 !        17.67

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
-------------------------------------------------------------------------------
   -56     -7   0.00  84.41   0.00 -11.42  -5.65   0.00   0.00 -10.24  57.10
-------------------------------------------------------------------------------

Segment Leq : 57.10 dBA


Results segment # 3: Preston1 (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !        9.46 !         9.46

ROAD (0.00 + 50.29 + 59.48) = 59.97 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -33   0.00  68.48   0.00  -5.14  -4.99   0.00   0.00  -8.06  50.29
-------------------------------------------------------------------------------
   -33     41   0.00  68.48   0.00  -5.14  -3.86   0.00   0.00   0.00  59.48
-------------------------------------------------------------------------------

Segment Leq : 59.97 dBA
```

```
Results segment # 4: Preston2 (day)
-----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       11.29 !        11.29

ROAD (0.00 + 42.49 + 0.00) = 42.49 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    41     90   0.00  68.48   0.00  -5.14  -5.65   0.00   0.00 -15.19  42.49
-------------------------------------------------------------------------------

Segment Leq : 42.49 dBA

Total Leq All Segments: 67.23 dBA


Results segment # 1: Highway1 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       17.67 !        17.67

ROAD (0.00 + 58.15 + 0.00) = 58.15 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -56   0.00  76.81   0.00 -11.42  -7.24   0.00   0.00  -0.18  57.97*
   -90    -56   0.00  76.81   0.00 -11.42  -7.24   0.00   0.00   0.00  58.15
-------------------------------------------------------------------------------

 * Bright Zone !

Segment Leq : 58.15 dBA


Results segment # 2: Highway2 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       17.67 !        17.67

ROAD (0.00 + 49.50 + 0.00) = 49.50 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -56     -7   0.00  76.81   0.00 -11.42  -5.65   0.00   0.00 -10.24  49.50
-------------------------------------------------------------------------------

Segment Leq : 49.50 dBA
```

```
Results segment # 3: Preston1 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !        9.46 !         9.46

ROAD (0.00 + 42.69 + 51.88) = 52.38 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -33   0.00  60.88   0.00  -5.14  -4.99   0.00   0.00  -8.06  42.69
-------------------------------------------------------------------------------
   -33     41   0.00  60.88   0.00  -5.14  -3.86   0.00   0.00   0.00  51.88
-------------------------------------------------------------------------------

Segment Leq : 52.38 dBA


Results segment # 4: Preston2 (night)
-------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       31.50 !       11.29 !        11.29

ROAD (0.00 + 34.90 + 0.00) = 34.90 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    41     90   0.00  60.88   0.00  -5.14  -5.65   0.00   0.00 -15.19  34.90
-------------------------------------------------------------------------------

Segment Leq : 34.90 dBA

Total Leq All Segments: 59.63 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 67.23
                           (NIGHT): 59.63
```

```
STAMSON 5.0        NORMAL REPORT        Date: 10-10-2019 32:31:47
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r10.te              Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Highway (day/night)
-------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway (day/night)
-----------------------------------------
Angle1   Angle2           :  -7.00 deg   70.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 199.00 / 199.00 m
Receiver height           :  49.50 / 49.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   5.00 deg   Angle2 : 33.00 deg
Barrier height            :  48.00 m
Barrier receiver distance : 104.00 / 104.00 m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Rochester (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

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

Data for Segment # 2: Rochester (day/night)
-------------------------------------------
Angle1   Angle2           : -50.00 deg   53.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 199.00 / 199.00 m
Receiver height           :  49.50 / 49.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -50.00 deg   Angle2 : -26.00 deg
Barrier height            :  22.00 m
Barrier receiver distance :  55.00 / 55.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       49.50 !       29.12 !        29.12

ROAD (61.42 + 45.10 + 66.31) = 67.55 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    -7      5   0.00  84.41   0.00 -11.23 -11.76   0.00   0.00   0.00  61.42
-------------------------------------------------------------------------------
     5     33   0.00  84.41   0.00 -11.23  -8.08   0.00   0.00 -20.00  45.10
-------------------------------------------------------------------------------
    33     70   0.00  84.41   0.00 -11.23  -6.87   0.00   0.00   0.00  66.31
-------------------------------------------------------------------------------

Segment Leq : 67.55 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       49.50 !       36.23 !        36.23

ROAD (0.00 + 47.53 + 52.71) = 53.86 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -50    -26   0.00  67.51   0.00 -11.23  -8.75   0.00   0.00   0.00  47.53*
   -50    -26   0.00  67.51   0.00 -11.23  -8.75   0.00   0.00   0.00  47.53
-------------------------------------------------------------------------------
   -26     53   0.00  67.51   0.00 -11.23  -3.58   0.00   0.00   0.00  52.71
-------------------------------------------------------------------------------

 * Bright Zone !

Segment Leq : 53.86 dBA

Total Leq All Segments: 67.73 dBA
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       49.50 !       29.12 !        29.12

ROAD (53.82 + 37.50 + 58.71) = 59.96 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    -7      5   0.00  76.81   0.00 -11.23 -11.76   0.00   0.00   0.00  53.82
-------------------------------------------------------------------------------
     5     33   0.00  76.81   0.00 -11.23  -8.08   0.00   0.00 -20.00  37.50
-------------------------------------------------------------------------------
    33     70   0.00  76.81   0.00 -11.23  -6.87   0.00   0.00   0.00  58.71
-------------------------------------------------------------------------------

Segment Leq : 59.96 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       49.50 !       36.23 !        36.23

ROAD (0.00 + 39.93 + 45.11) = 46.26 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -50    -26   0.00  59.91   0.00 -11.23  -8.75   0.00   0.00   0.00  39.93*
   -50    -26   0.00  59.91   0.00 -11.23  -8.75   0.00   0.00   0.00  39.93
-------------------------------------------------------------------------------
   -26     53   0.00  59.91   0.00 -11.23  -3.58   0.00   0.00   0.00  45.11
-------------------------------------------------------------------------------

 * Bright Zone !

Segment Leq : 46.26 dBA

Total Leq All Segments: 60.14 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 67.73
                           (NIGHT): 60.14
```

```
STAMSON 5.0        NORMAL REPORT        Date: 10-10-2019 32:32:08
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r11.te              Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Highway (day/night)
-------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 235.00 / 235.00 m
Receiver height           :   7.50 / 7.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  24.00 m
Barrier receiver distance :  16.00 / 16.00  m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Rochester (day/night)
-----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

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

Data for Segment # 2: Rochester (day/night)
-------------------------------------------
Angle1   Angle2           : -90.00 deg   53.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :   7.50 / 7.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 53.00 deg
Barrier height            :  24.00 m
Barrier receiver distance :  12.00 / 12.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: Preston (day/night)
-------------------------------------------
Car traffic volume  : 12144/1056  veh/TimePeriod  *
Medium truck volume :   966/84    veh/TimePeriod  *
Heavy truck volume  :   690/60    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth         :   0.00
    Number of Years of Growth           :   0.00
    Medium Truck % of Total Volume      :   7.00
    Heavy Truck  % of Total Volume      :   5.00
    Day (16 hrs) % of Total Volume      :  92.00

Data for Segment # 3: Preston (day/night)
-----------------------------------------
Angle1   Angle2           : -53.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  83.00 / 83.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -53.00 deg   Angle2 : 90.00 deg
Barrier height            :  24.00 m
Barrier receiver distance :  12.00 / 12.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        7.50 !        7.70 !         7.70

ROAD (0.00 + 54.00 + 0.00) = 54.00 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  84.41   0.00 -11.95   0.00   0.00   0.00 -18.45  54.00
-------------------------------------------------------------------------------

Segment Leq : 54.00 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        7.50 !        6.81 !         6.81

ROAD (0.00 + 38.79 + 0.00) = 38.79 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     53   0.00  67.51   0.00  -8.45  -1.00   0.00   0.00 -19.27  38.79
-------------------------------------------------------------------------------

Segment Leq : 38.79 dBA


Results segment # 3: Preston (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        7.50 !        6.63 !         6.63

ROAD (0.00 + 40.73 + 0.00) = 40.73 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -53     90   0.00  68.48   0.00  -7.43  -1.00   0.00   0.00 -19.32  40.73
-------------------------------------------------------------------------------

Segment Leq : 40.73 dBA

Total Leq All Segments: 54.32 dBA
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        7.50 !        7.70 !         7.70

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  76.81   0.00 -11.95   0.00   0.00   0.00 -18.45  46.41
-------------------------------------------------------------------------------

Segment Leq : 46.41 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        7.50 !        6.81 !         6.81

ROAD (0.00 + 31.19 + 0.00) = 31.19 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     53   0.00  59.91   0.00  -8.45  -1.00   0.00   0.00 -19.27  31.19
-------------------------------------------------------------------------------

Segment Leq : 31.19 dBA

Results segment # 3: Preston (night)
------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        7.50 !        6.63 !         6.63

ROAD (0.00 + 33.14 + 0.00) = 33.14 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -53     90   0.00  60.88   0.00  -7.43  -1.00   0.00   0.00 -19.32  33.14
-------------------------------------------------------------------------------

Segment Leq : 33.14 dBA

Total Leq All Segments: 46.73 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 54.32
                           (NIGHT): 46.73
```

```
STAMSON 5.0        NORMAL REPORT        Date: 10-10-2019 32:32:13
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r12.te              Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Highway (day/night)
-------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 218.00 / 218.00 m
Receiver height           :  52.50 / 52.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  51.00 m
Barrier receiver distance :  22.00 / 22.00  m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Rochester (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

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

Data for Segment # 2: Rochester (day/night)
-------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  82.00 / 82.00  m
Receiver height           :  52.50 / 52.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  51.00 m
Barrier receiver distance :  11.00 / 11.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: Preston (day/night)
-------------------------------------------
Car traffic volume  : 12144/1056  veh/TimePeriod  *
Medium truck volume :   966/84    veh/TimePeriod  *
Heavy truck volume  :   690/60    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth         :   0.00
    Number of Years of Growth           :   0.00
    Medium Truck % of Total Volume      :   7.00
    Heavy Truck  % of Total Volume      :   5.00
    Day (16 hrs) % of Total Volume      :  92.00

Data for Segment # 3: Preston (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 106.00 / 106.00 m
Receiver height           :  52.50 / 52.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  51.00 m
Barrier receiver distance :  11.00 / 11.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       48.26 !        48.26

ROAD (0.00 + 64.11 + 0.00) = 64.11 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  84.41   0.00 -11.62   0.00   0.00   0.00  -8.67  64.11
-------------------------------------------------------------------------------

Segment Leq : 64.11 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       45.66 !        45.66

ROAD (0.00 + 46.26 + 0.00) = 46.26 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  67.51   0.00  -7.38   0.00   0.00   0.00 -13.87  46.26
-------------------------------------------------------------------------------

Segment Leq : 46.26 dBA


Results segment # 3: Preston (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       47.21 !        47.21

ROAD (0.00 + 48.08 + 0.00) = 48.08 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  68.48   0.00  -8.49   0.00   0.00   0.00 -11.91  48.08
-------------------------------------------------------------------------------

Segment Leq : 48.08 dBA

Total Leq All Segments: 64.29 dBA
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       48.26 !        48.26

ROAD (0.00 + 56.52 + 0.00) = 56.52 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  76.81   0.00 -11.62   0.00   0.00   0.00  -8.67  56.52
-------------------------------------------------------------------------------

Segment Leq : 56.52 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       45.66 !        45.66

ROAD (0.00 + 38.66 + 0.00) = 38.66 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  59.91   0.00  -7.38   0.00   0.00   0.00 -13.87  38.66
-------------------------------------------------------------------------------

Segment Leq : 38.66 dBA

Results segment # 3: Preston (night)
------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       47.21 !        47.21

ROAD (0.00 + 40.48 + 0.00) = 40.48 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  60.88   0.00  -8.49   0.00   0.00   0.00 -11.91  40.48
-------------------------------------------------------------------------------

Segment Leq : 40.48 dBA

Total Leq All Segments: 56.70 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 64.29
                           (NIGHT): 56.70
```

```
STAMSON 5.0        NORMAL REPORT        Date: 10-10-2019 32:32:19
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r12b.te              Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Highway (day/night)
-------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 218.00 / 218.00 m
Receiver height           :  52.50 / 52.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  52.50 m
Barrier receiver distance :  22.00 / 22.00  m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Rochester (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

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

Data for Segment # 2: Rochester (day/night)
-------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  82.00 / 82.00  m
Receiver height           :  52.50 / 52.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  51.00 m
Barrier receiver distance :  11.00 / 11.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: Preston (day/night)
-------------------------------------------
Car traffic volume  : 12144/1056  veh/TimePeriod  *
Medium truck volume :   966/84    veh/TimePeriod  *
Heavy truck volume  :   690/60    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: Preston (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 106.00 / 106.00 m
Receiver height           :  52.50 / 52.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  51.00 m
Barrier receiver distance :  11.00 / 11.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       48.26 !        48.26

ROAD (0.00 + 61.77 + 0.00) = 61.77 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  84.41   0.00 -11.62   0.00   0.00   0.00 -11.01  61.77
-------------------------------------------------------------------------------

Segment Leq : 61.77 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       45.66 !        45.66

ROAD (0.00 + 46.26 + 0.00) = 46.26 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  67.51   0.00  -7.38   0.00   0.00   0.00 -13.87  46.26
-------------------------------------------------------------------------------

Segment Leq : 46.26 dBA


Results segment # 3: Preston (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       47.21 !        47.21

ROAD (0.00 + 48.08 + 0.00) = 48.08 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  68.48   0.00  -8.49   0.00   0.00   0.00 -11.91  48.08
-------------------------------------------------------------------------------

Segment Leq : 48.08 dBA

Total Leq All Segments: 62.07 dBA
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       48.26 !        48.26

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
-------------------------------------------------------------------------------
   -90     90   0.00  76.81   0.00 -11.62   0.00   0.00   0.00 -11.01  54.18
-------------------------------------------------------------------------------

Segment Leq : 54.18 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       45.66 !        45.66

ROAD (0.00 + 38.66 + 0.00) = 38.66 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  59.91   0.00  -7.38   0.00   0.00   0.00 -13.87  38.66
-------------------------------------------------------------------------------

Segment Leq : 38.66 dBA

Results segment # 3: Preston (night)
------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       47.21 !        47.21

ROAD (0.00 + 40.48 + 0.00) = 40.48 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  60.88   0.00  -8.49   0.00   0.00   0.00 -11.91  40.48
-------------------------------------------------------------------------------

Segment Leq : 40.48 dBA

Total Leq All Segments: 54.48 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 62.07
                           (NIGHT): 54.48
```

```
STAMSON 5.0         NORMAL REPORT         Date: 10-10-2019 32:40:08
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r12b2.te              Time Period: Day/Night 16/8 hours
Description:


Road data, segment # 1: Highway (day/night)
-------------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 146664
    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: Highway (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 218.00 / 218.00 m
Receiver height           :  52.50 / 52.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  54.00 m
Barrier receiver distance :  22.00 / 22.00  m
Source elevation          :   9.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 2: Rochester (day/night)
---------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

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

Data for Segment # 2: Rochester (day/night)
-------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  82.00 / 82.00  m
Receiver height           :  52.50 / 52.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  51.00 m
Barrier receiver distance :  11.00 / 11.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

```
Road data, segment # 3: Preston (day/night)
-------------------------------------------
Car traffic volume  : 12144/1056  veh/TimePeriod  *
Medium truck volume :   966/84    veh/TimePeriod  *
Heavy truck volume  :   690/60    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  15000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: Preston (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 106.00 / 106.00 m
Receiver height           :  52.50 / 52.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  51.00 m
Barrier receiver distance :  11.00 / 11.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       48.26 !        48.26

ROAD (0.00 + 59.88 + 0.00) = 59.88 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  84.41   0.00 -11.62   0.00   0.00   0.00 -12.90  59.88
-------------------------------------------------------------------------------

Segment Leq : 59.88 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       45.66 !        45.66

ROAD (0.00 + 46.26 + 0.00) = 46.26 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  67.51   0.00  -7.38   0.00   0.00   0.00 -13.87  46.26
-------------------------------------------------------------------------------

Segment Leq : 46.26 dBA


Results segment # 3: Preston (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       47.21 !        47.21

ROAD (0.00 + 48.08 + 0.00) = 48.08 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  68.48   0.00  -8.49   0.00   0.00   0.00 -11.91  48.08
-------------------------------------------------------------------------------

Segment Leq : 48.08 dBA

Total Leq All Segments: 60.33 dBA
```

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       48.26 !        48.26

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
-------------------------------------------------------------------------------
   -90     90   0.00  76.81   0.00 -11.62   0.00   0.00   0.00 -12.90  52.29
-------------------------------------------------------------------------------

Segment Leq : 52.29 dBA


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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       45.66 !        45.66

ROAD (0.00 + 38.66 + 0.00) = 38.66 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  59.91   0.00  -7.38   0.00   0.00   0.00 -13.87  38.66
-------------------------------------------------------------------------------

Segment Leq : 38.66 dBA

Results segment # 3: Preston (night)
------------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       52.50 !       47.21 !        47.21

ROAD (0.00 + 40.48 + 0.00) = 40.48 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  60.88   0.00  -8.49   0.00   0.00   0.00 -11.91  40.48
-------------------------------------------------------------------------------

Segment Leq : 40.48 dBA

Total Leq All Segments: 52.74 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 60.33
                           (NIGHT): 52.74
```