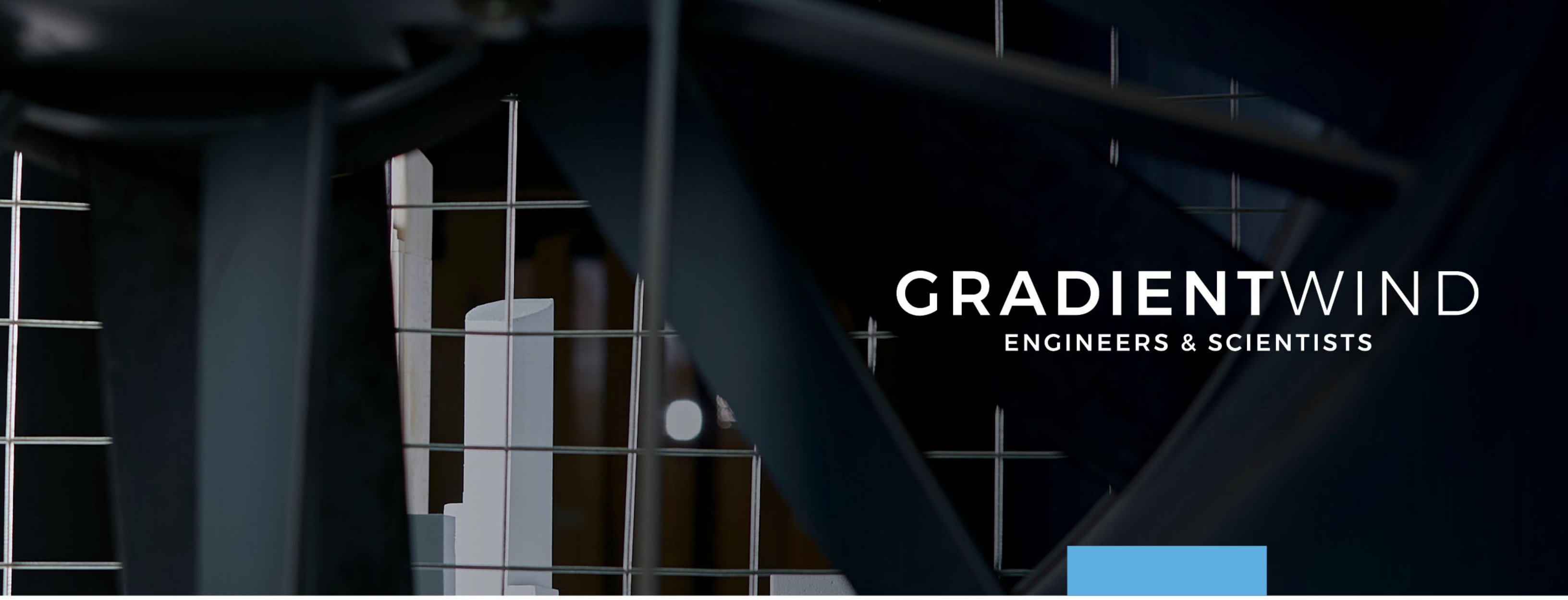
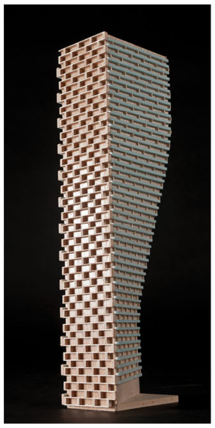
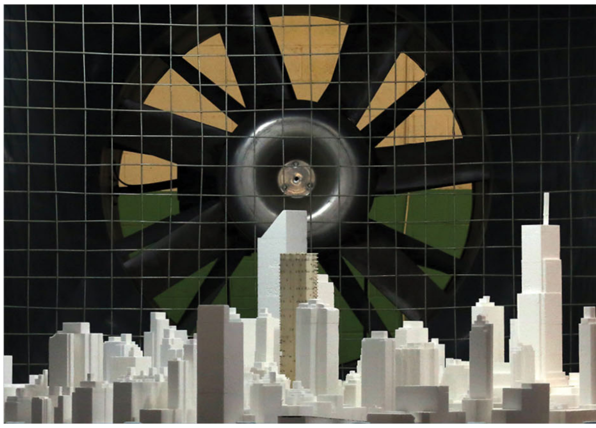


TRANSPORTATION NOISE & VIBRATION FEASIBILITY ASSESSMENT

1657-1673 Carling Avenue
Ottawa, Ontario

REPORT: GW23-139 – Noise & Vibration





August 9, 2023

PREPARED FOR
Inside Edge Properties
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PREPARED BY
Michael Lafortune, C.E.T., Environmental Scientist
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EXECUTIVE SUMMARY

This report describes a transportation noise & vibration feasibility assessment undertaken to support a Zoning By-Law Amendment (ZBA) application for the proposed residential development at 1657-1673 Carling Avenue in Ottawa, Ontario. The proposed development comprises a residential building rising 25 storeys with a nine-storey podium forming an 'L' shaped planform. The major sources of traffic noise are Carling Avenue, with some influence from Highway 417 beyond, to the south. A future at-grade LRT is proposed in the City of Ottawa Ultimate Transportation Master Plan, which has been included in this analysis. Figure 1 illustrates a complete site plan with surrounding context.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and (iv) site plan drawings prepared by RLA Architecture dated May 2018.

The results of the current analysis indicate that noise levels will range between 71 and 76 dBA during the daytime period (07:00-23:00) and between 63 and 68 dBA during the nighttime period (23:00-07:00). The highest noise level (76 dBA) occurs at the south façade, which is nearest and most exposed to Carling Avenue and Highway 417. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. Due to Carling Avenue being a significant source of transportation noise, laminated glazing assemblies may be required.

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. No outdoor living areas have been defined in the preliminary plans; however, any possible outdoor living areas should make use of building massing to provide blockage from sources of transportation noise. Specific transportation noise control measures will be explored as part of detailed analysis at the time of Site Plan Application (SPA).

Based on an offset distance of 19 metres between the assumed location of the LRT (Carling Avenue median) and the nearest building foundation, the estimated vibration level at the nearest point of reception is expected to be 0.044 mm/s RMS (64.8 dBV) based on the FTA protocol. Details of the calculation are provided in Appendix B. Since predicted vibration levels are below the criterion of 0.10 mm/s RMS, no mitigation will be required.

According to the United States Federal Transit Authority's vibration assessment protocol, ground borne noise can be estimated by subtracting 35 dB from the velocity vibration level in dBV. Since measured vibration levels were found to be less than 0.10 mm/s peak partial velocity (ppv), ground borne noise levels are also expected to be below the ground borne noise criteria of 35 dBA.

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

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

TABLE OF CONTENTS

1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Inside Edge Properties to undertake a transportation noise & vibration feasibility assessment to support a Zoning By-Law Amendment (ZBA) application for the proposed residential development at 1657-1673 Carling Avenue in Ottawa, Ontario. This report summarizes the methodology, results, and recommendations related to the assessment of exterior noise and vibration levels generated by local roadway and LRT 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 preliminary architectural drawings prepared by Project1 Studio dated May 2023, with future traffic volumes corresponding to the City of Ottawa's Official Plan (OP) roadway classifications, theoretical roadway capacities, and Gradient Wind's experience on the Confederation Line Environmental Assessment.

2. TERMS OF REFERENCE

The proposed development comprises a residential building rising 25 storeys with a nine-storey podium forming an 'L' shaped planform. At grade are three retail units, a lobby, 11 residential units, outdoor parking, and a ramp leading to two levels of below-grade parking. The remaining floors contain residential units with floorplate setbacks at levels five, seven, and 10.

The site is surrounded by low-rise residential buildings to the north, with low-rise commercial buildings to the south and along Carling Avenue. The major sources of traffic noise are Carling Avenue, with some influence from Highway 417 beyond, to the south. A future at-grade LRT is proposed in the City of Ottawa Ultimate Transportation Master Plan, which has been included in this analysis. Figure 1 illustrates a complete site plan with surrounding context.

---

[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

There are several development applications to the south for proposed high-rise residential towers. These include 1660 and 1640 Carling Avenue. Once built, these would act as a buffer helping to reduce transportation noise levels.

3. OBJECTIVES

The principal objectives of this study are to (i) calculate the future noise & vibration levels on the study buildings produced by local roadway and LRT 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 Transportation Noise

4.2.1 Criteria for Transportation Noise

For surface roadway traffic noise, the equivalent sound energy level, L_{eq}, provides a measure of the time varying noise levels, which is well correlated with the annoyance of sound. It is defined as the continuous sound level, which has the same energy as a time varying noise level over a period of time. For roadways, the L_{eq} is commonly calculated on the basis of a 16-hour (L_{eq16}) daytime (07:00-23:00) / 8-hour (L_{eq8}) nighttime (23:00-07:00) split to assess its impact on residential buildings. The City of Ottawa's Environmental Noise Control Guidelines (ENCG) specifies that the recommended indoor noise limit range (that is relevant to this study) is 45 and 40 dBA for living rooms and sleeping quarters respectively for roadway as listed in Table 1.

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

Type of Space	Time Period	Leq (dBA)	
General offices, reception areas, retail stores, etc.	07:00 – 23:00	50	45
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	40
Sleeping quarters of hotels/motels	23:00 – 07:00	45	40
Sleeping quarters of **residences**, hospitals, nursing/retirement homes, etc.	23:00 – 07:00	40	35

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 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.

[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
[6] MECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.1.3

4.2.2 Theoretical Transportation 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.
- The LRT was modelled as a 4-car SRT in STAMSON.
- Ground surfaces were taken to be reflective due to the presence of hard (paved) ground.
- Topography was assumed to be a flat/gentle slope surrounding the study building.
- Noise receptors were strategically placed at 5 locations around the study area (see Figure 2).
- Receptor distances and exposure angles are illustrated in Figures 3-4.

4.2.3 Transportation 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 are then based on data in Table B1 of the ENCG for each roadway classification. The LRT volumes are based on Gradient Wind's experience with environmental assessments for the Confederation Line. Table 2 (below) summarizes the AADT values used for each roadway included in this assessment.

[7] City of Ottawa Transportation Master Plan, November 2013

TABLE 2: TRANSPORTATION DATA

Segment	Roadway Traffic Data	Speed Limit (km/h)	Traffic Volumes
Carling Avenue	6-Lane Arterial	60	**50,000**
Highway 417	8-Lane Freeway	100	**146,664**
Confederation Line LRT	LRT	70	**540/60***

* Daytime/nighttime volumes

4.3 Ground Vibration & Ground-borne Noise

Transit systems and heavy vehicles on roadways can produce perceptible levels of ground vibrations, especially when they are in close proximity to residential neighbourhoods or vibration-sensitive buildings. Similar to sound waves in air, vibrations in solids are generated at a source, propagated through a medium, and intercepted by a receiver. In the case of ground vibrations, the medium can be uniform, or more often, a complex layering of soils and rock strata. Also, similar to sound waves in air, ground vibrations produce perceptible motions and regenerated noise known as 'ground-borne noise' when the vibrations encounter a hollow structure such as a building. Ground-borne noise and vibrations are generated when there is excitation of the ground, such as from a train. Repetitive motion of the wheels on the track or rubber tires passing over an uneven surface causes vibrations to propagate through the soil. When they encounter a building, vibrations pass along the structure of the building beginning at the foundation and propagating to all floors. Air inside the building excited by the vibrating walls and floors represents regenerated airborne noise. Characteristics of the soil and the building are imparted to the noise, thereby creating a unique noise signature.

Human response to ground vibrations is dependent on the magnitude of the vibrations, which is measured by the root mean square (RMS) of the movement of a particle on a surface. Typical units of ground vibration measures are millimeters per second (mm/s), or inch per second (in/s). Since vibrations can vary over a wide range, it is also convenient to represent them in decibel units, or dBV. In North America, it is common practice to use the reference value of one micro-inch per second (μin/s) to represent vibration levels for this purpose. The threshold level of human perception to vibrations is about 0.10 mm/s RMS or about 72 dBV. Although somewhat variable, the threshold of annoyance for continuous vibrations is 0.5 mm/s RMS (or 85 dBV), five times higher than the perception threshold, whereas the threshold for significant structural damage is 10 mm/s RMS (or 112 dBV), at least one hundred times higher than the perception threshold level.

4.3.1 Ground Vibration Criteria

In the United States, the Federal Transportation Authority (FTA) has set vibration criteria for sensitive land uses next to transit corridors. Similar standards have been developed by a partnership between the MECP and the Toronto Transit Commission[8]. These standards indicate that the appropriate criteria for residential buildings is 0.10 mm/s RMS for vibrations. For main line railways, a document titled Guidelines for New Development in Proximity to Railway Operations[9], indicates that vibration conditions should not exceed 0.14 mm/s RMS averaged over a one second time-period at the first floor and above of the proposed building. As the main vibration source is due to the LRT line, which will have frequent events, the 0.10 mm/s RMS (72 dBV) vibration criteria and 35 dBA ground borne noise criteria were adopted for this study.

4.3.2 Theoretical Ground Vibration Prediction Procedure

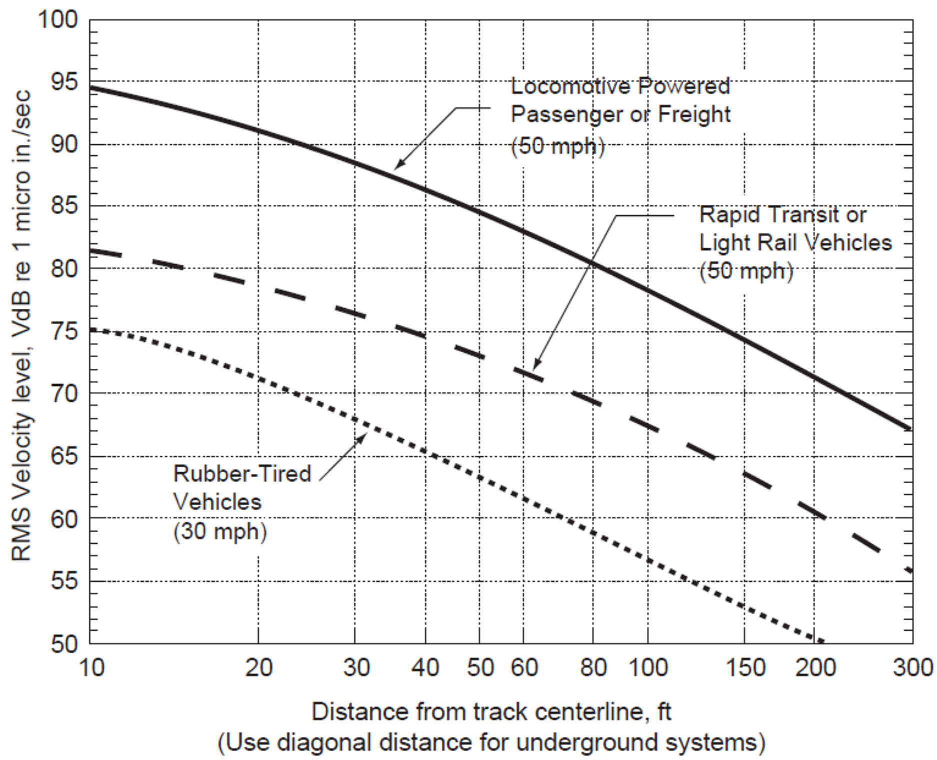
Potential vibration impacts of the future Confederation LRT rail line, currently under construction, were predicted using the FTA's Transit Noise and Vibration Impact Assessment[10] protocol. The FTA general vibration assessment is based on an upper bound generic set of curves that show vibration level attenuation with distance. These curves, illustrated in the figure below, are based on ground vibration measurements at various transit systems throughout North America. Vibration levels at points of reception are adjusted by various factors to incorporate known characteristics of the system being analyzed, such as operating speed of vehicle, conditions of the track, construction of the track and geology, as well as the structural type of the impacted building structures. Based on the setback distance of the closest building, initial vibration levels were deduced from a curve for light rail trains at 50 miles per hour (mph) and applying an adjustment factor of -1.2 dBV to account for an operational speed of 43.4

[8] MECP/TTC Protocol for Noise and Vibration Assessment for the Proposed Yonge-Spadina Subway Loop, June 16, 1993

[9] Dialog and J.E. Coulter Associates Limited, prepared for The Federation of Canadian Municipalities and The Railway Association of Canada, May 2013

[10] C. E. Hanson; D. A. Towers; and L. D. Meister, Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

mph (70 km/h). The track was assumed to be jointed with no welds. Details of the vibration calculations are presented in Appendix B.



FTA GENERALIZED CURVES OF VIBRATION LEVELS VERSUS DISTANCE (ADOPTED FROM FIGURE 10-1, FTA TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT)

5. RESULTS AND DISCUSSION

5.1 Transportation Noise Levels

The results of transportation noise calculations are summarized in Table 3 below. Because the sound field is dominated by roadway traffic noise, only the combined noise level for road and rail is displayed. 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 TRANSPORTATION SOURCES

Receptor Number	Receptor Height Above Grade (m)	Receptor Location	STAMSON 5.04 Noise Level (dBA)	
			Day	Night
1	60	POW – Tower East Façade	73	66
2	60	POW – Tower South Façade	76	68
3	60	POW – Tower West Façade	72	64
4	16	POW – Podium South Façade	75	68
5	16	POW – Podium West Façade	71	63

The results of the current analysis indicate that noise levels will range between 71 and 76 dBA during the daytime period (07:00-23:00) and between 63 and 68 dBA during the nighttime period (23:00-07:00). The highest noise level (76 dBA) occurs at the south façade, which is nearest and most exposed to Carling Avenue and Highway 417.

5.2 Transportation Vibration Levels

Based on an offset distance of 19 metres between the assumed location of the LRT (Carling Avenue median) and the nearest building foundation, the estimated vibration level at the nearest point of reception is expected to be 0.044 mm/s RMS (64.8 dBV) based on the FTA protocol. Details of the calculation are provided in Appendix B. Since predicted vibration levels are below the criterion of 0.10 mm/s RMS, no mitigation will be required.

According to the United States Federal Transit Authority's vibration assessment protocol, ground borne noise can be estimated by subtracting 35 dB from the velocity vibration level in dBV. Since measured vibration levels were found to be less than 0.10 mm/s peak partial velocity (ppv), ground borne noise levels are also expected to be below the ground borne noise criteria of 35 dB.

6. CONCLUSIONS AND RECOMMENDATIONS

The results of the current analysis indicate that noise levels will range between 71 and 76 dBA during the daytime period (07:00-23:00) and between 63 and 68 dBA during the nighttime period (23:00-07:00). The highest noise level (76 dBA) occurs at the south façade, which is nearest and most exposed to Carling Avenue and Highway 417. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. Due to Carling Avenue being a significant source of transportation noise, laminated glazing assemblies may be required.

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

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

Sincerely,

Gradient Wind Engineering Inc.

Joshua Foster, P.Eng.
Lead Engineer

Gradient Wind File #23-139-Noise & Vibration

GRADIENTWIND
ENGINEERS & SCIENTISTS

127 WALGREEN ROAD , OTTAWA, ON
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PROJECT	1657-1673 CARLING AVENUE, OTTAWA TRANSPORTATION NOISE & VIBRATION FEASIBILITY ASSESSMENT		
SCALE	1:3000 (APPROX.)	DRAWING NO.	GW23-139-1
DATE	JULY 6, 2023	DRAWN BY	M.L.

DESCRIPTION

FIGURE 1:
SITE PLAN AND SURROUNDING CONTEXT

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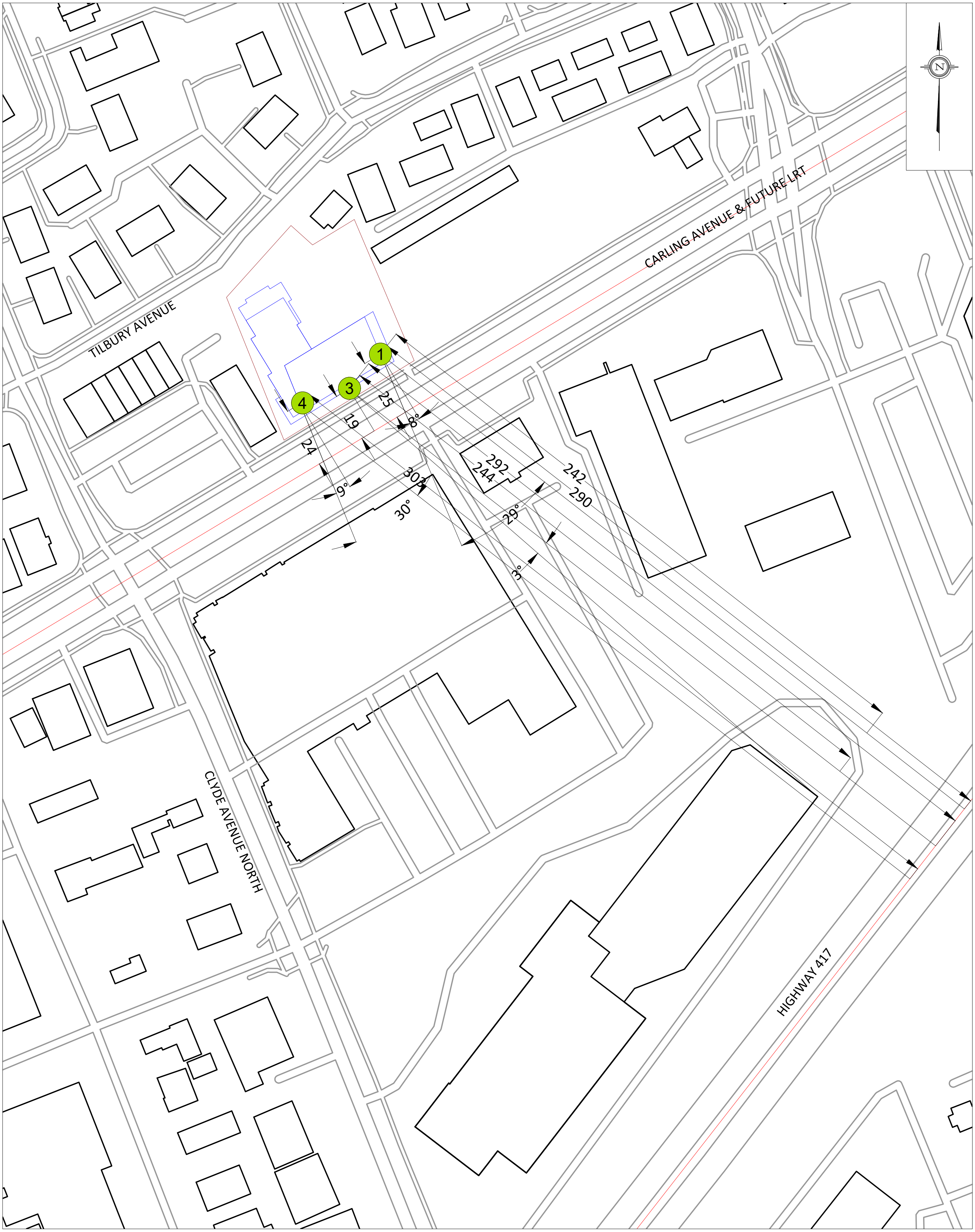
PROJECT		DESCRIPTION
1657-1673 CARLING AVENUE, OTTAWA TRANSPORTATION NOISE & VIBRATION FEASIBILITY ASSESSMENT		FIGURE 1: RECEPTOR LOCATIONS
SCALE 1:500 (APPROX.)	DRAWING NO. GW23-139-2	
DATE JULY 6, 2023	DRAWN BY M.L.	



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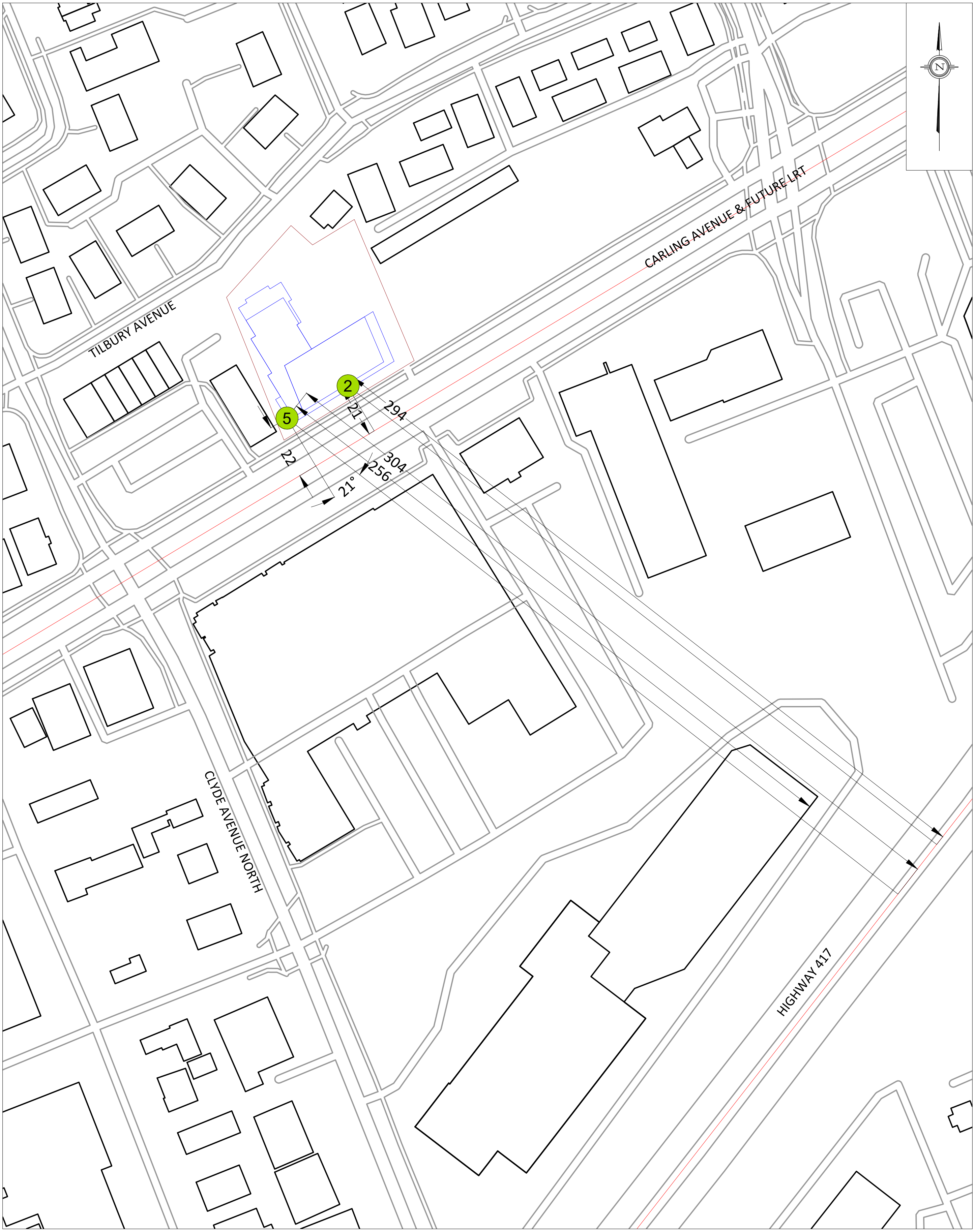
PROJECT	1657-1673 CARLING AVENUE, OTTAWA TRANSPORTATION NOISE & VIBRATION FEASIBILITY ASSESSMENT		
SCALE	1:2000 (APPROX.)	DRAWING NO.	GW23-139-3
DATE	JULY 6, 2023	DRAWN BY	M.L.

DESCRIPTION

FIGURE 3:
STAMSON INPUT PARAMETERS - R1,3,4



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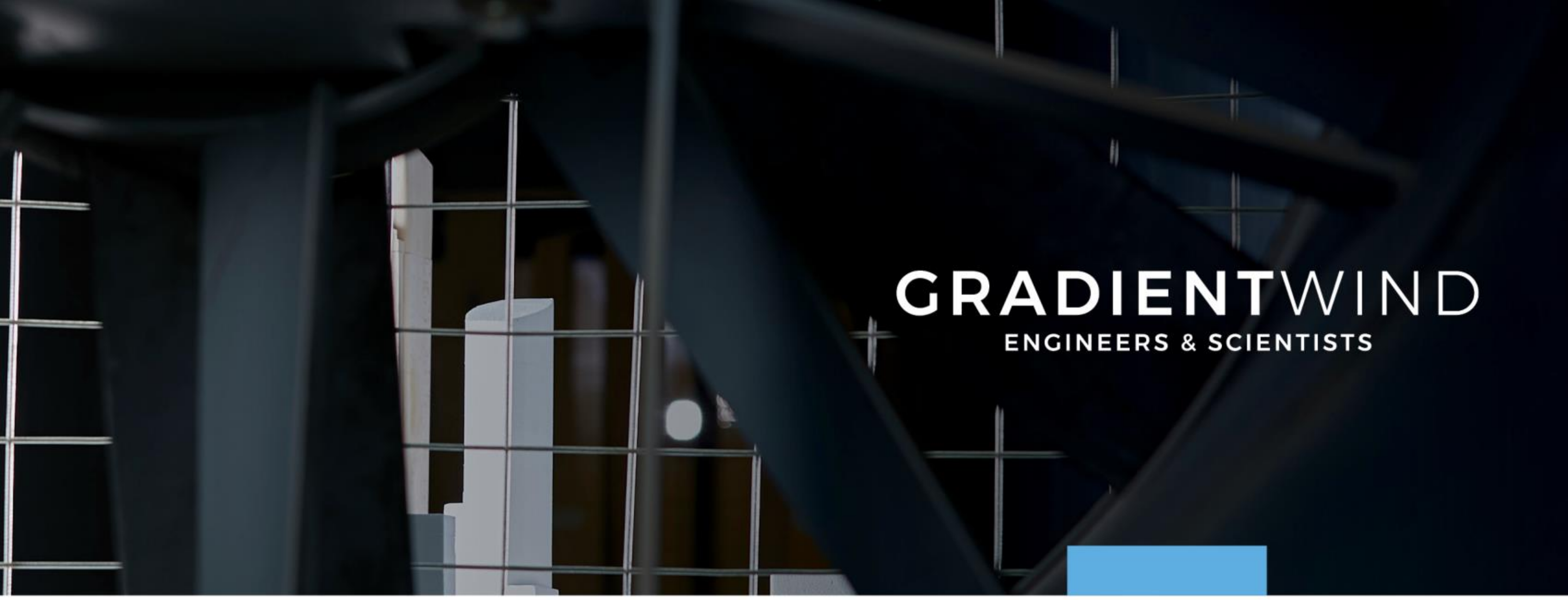
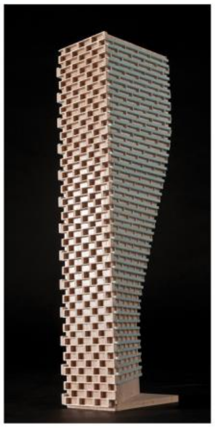
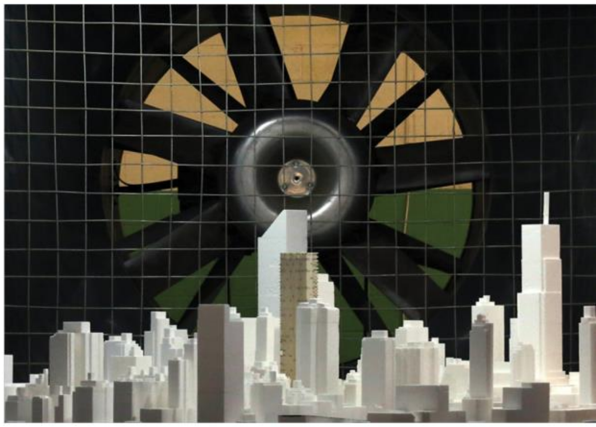
PROJECT	1657-1673 CARLING AVENUE, OTTAWA TRANSPORTATION NOISE & VIBRATION FEASIBILITY ASSESSMENT
SCALE	1:2000 (APPROX.)
DRAWING NO.	GW23-139-4
DATE	JULY 6, 2023
DRAWN BY	M.L.
DESCRIPTION	FIGURE 4: STAMSON INPUT PARAMETERS - R2,5







APPENDIX A

STAMSON 5.04 – INPUT AND OUTPUT DATA

127 WALGREEN ROAD, OTTAWA, ON, CANADA K0A 1L0 | 613 836 0934
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```
STAMSON 5.0        NORMAL REPORT        Date: 05-07-2023 16:19:07
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Carling (day/night)
-------------------------------------------
Car traffic volume  : 40480/3520  veh/TimePeriod  *
Medium truck volume :  3220/280   veh/TimePeriod  *
Heavy truck volume  :  2300/200   veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  50000
    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: Carling (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   8.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  25.00 / 25.00  m
Receiver height           :  60.00 / 60.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 2: 417 (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: 417 (day/night)
-------------------------------------
Angle1   Angle2            : -90.00 deg   29.00 deg
Wood depth                 :      0       (No woods.)
No of house rows           :      0 / 0
Surface                    :      1       (Absorptive ground surface)
Receiver source distance   : 290.00 / 290.00 m
Receiver height            :  60.00 / 60.00  m
Topography                 :      1       (Flat/gentle slope; no barrier)
Reference angle            :   0.00
```

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

Source height = 1.50 m

ROAD (0.00 + 70.37 + 0.00) = 70.37 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
   -90      8   0.00  75.22   0.00  -2.22  -2.64   0.00   0.00   0.00
70.37
--------------------------------------------------------------------------
--

Segment Leq : 70.37 dBA


Results segment # 2: 417 (day)
------------------------------

Source height = 1.50 m

ROAD (0.00 + 69.75 + 0.00) = 69.75 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
   -90     29   0.00  84.41   0.00 -12.86  -1.80   0.00   0.00   0.00
69.75
--------------------------------------------------------------------------
--

Segment Leq : 69.75 dBA

Total Leq All Segments: 73.08 dBA
```

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

Source height = 1.50 m

ROAD (0.00 + 62.77 + 0.00) = 62.77 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
   -90      8   0.00  67.63   0.00  -2.22  -2.64   0.00   0.00   0.00
62.77
--------------------------------------------------------------------------
--

Segment Leq : 62.77 dBA


Results segment # 2: 417 (night)
--------------------------------

Source height = 1.50 m

ROAD (0.00 + 62.15 + 0.00) = 62.15 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
   -90     29   0.00  76.81   0.00 -12.86  -1.80   0.00   0.00   0.00
62.15
--------------------------------------------------------------------------
--

Segment Leq : 62.15 dBA

Total Leq All Segments: 65.48 dBA
```

```
RT/Custom data, segment # 1: LRT (day/night)
--------------------------------------------
1 - 4-car SRT:
Traffic volume    :   540/60    veh/TimePeriod
Speed             :    70  km/h

Data for Segment # 1: LRT (day/night)
-------------------------------------
Angle1   Angle2            : -90.00 deg   8.00 deg
Wood depth                 :      0       (No woods.)
No of house rows           :      0 / 0
Surface                    :      2       (Reflective ground surface)
Receiver source distance   :  25.00 / 25.00  m
Receiver height            :  60.00 / 60.00  m
Topography                 :      1       (Flat/gentle slope; no barrier)
Reference angle            :   0.00
```

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

Source height = 0.50 m

RT/Custom (0.00 + 58.58 + 0.00) = 58.58 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
----------------------------------------------------------------------
   -90      8   0.00  63.44  -2.22  -2.64   0.00   0.00   0.00  58.58
----------------------------------------------------------------------

Segment Leq : 58.58 dBA

Total Leq All Segments: 58.58 dBA


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

Source height = 0.50 m

RT/Custom (0.00 + 52.05 + 0.00) = 52.05 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
----------------------------------------------------------------------
   -90      8   0.00  56.91  -2.22  -2.64   0.00   0.00   0.00  52.05
----------------------------------------------------------------------

Segment Leq : 52.05 dBA

Total Leq All Segments: 52.05 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 73.23
                         (NIGHT): 65.67
```

```
STAMSON 5.0        NORMAL REPORT        Date: 05-07-2023 16:19:12
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Carling (day/night)
-------------------------------------------
Car traffic volume  : 40480/3520  veh/TimePeriod  *
Medium truck volume :  3220/280   veh/TimePeriod  *
Heavy truck volume  :  2300/200   veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  50000
    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: Carling (day/night)
-----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  21.00 / 21.00  m
Receiver height           :  60.00 / 60.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 2: 417 (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: 417 (day/night)
-------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 294.00 / 294.00 m
Receiver height           :  60.00 / 60.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

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

Source height = 1.50 m

ROAD (0.00 + 73.76 + 0.00) = 73.76 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
   -90     90   0.00  75.22   0.00  -1.46   0.00   0.00   0.00   0.00
73.76
--------------------------------------------------------------------------
--

Segment Leq : 73.76 dBA


Results segment # 2: 417 (day)
------------------------------

Source height = 1.50 m

ROAD (0.00 + 71.48 + 0.00) = 71.48 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 -12.92   0.00   0.00   0.00   0.00
71.48
--------------------------------------------------------------------------
--

Segment Leq : 71.48 dBA

Total Leq All Segments: 75.78 dBA
```

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

Source height = 1.50 m

ROAD (0.00 + 66.17 + 0.00) = 66.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
   -90     90   0.00  67.63   0.00  -1.46   0.00   0.00   0.00   0.00
66.17
--------------------------------------------------------------------------
--

Segment Leq : 66.17 dBA


Results segment # 2: 417 (night)
--------------------------------

Source height = 1.50 m

ROAD (0.00 + 63.89 + 0.00) = 63.89 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 -12.92   0.00   0.00   0.00   0.00
63.89
--------------------------------------------------------------------------
--

Segment Leq : 63.89 dBA

Total Leq All Segments: 68.19 dBA
```

```
RT/Custom data, segment # 1: LRT (day/night)
--------------------------------------------
1 - 4-car SRT:
Traffic volume    :   540/60    veh/TimePeriod
Speed             :    70 km/h

Data for Segment # 1: LRT (day/night)
-------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  21.00 / 21.00  m
Receiver height           :  60.00 / 60.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Results segment # 1: LRT (day)
------------------------------

Source height = 0.50 m

RT/Custom (0.00 + 61.98 + 0.00) = 61.98 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
----------------------------------------------------------------------
   -90     90   0.00  63.44  -1.46   0.00   0.00   0.00   0.00  61.98
----------------------------------------------------------------------

Segment Leq : 61.98 dBA

Total Leq All Segments: 61.98 dBA


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

Source height = 0.50 m

RT/Custom (0.00 + 55.44 + 0.00) = 55.44 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
----------------------------------------------------------------------
   -90     90   0.00  56.91  -1.46   0.00   0.00   0.00   0.00  55.44
----------------------------------------------------------------------

Segment Leq : 55.44 dBA

Total Leq All Segments: 55.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.96
                         (NIGHT): 68.41
```

```
STAMSON 5.0        NORMAL REPORT        Date: 05-07-2023 16:19:19
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Carling (day/night)
-------------------------------------------
Car traffic volume  : 40480/3520  veh/TimePeriod  *
Medium truck volume :  3220/280   veh/TimePeriod  *
Heavy truck volume  :  2300/200   veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  50000
    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: Carling (day/night)
-----------------------------------------
Angle1   Angle2           :   9.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  24.00 / 24.00  m
Receiver height           :  60.00 / 60.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 2: 417 (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: 417 (day/night)
-------------------------------------
Angle1   Angle2           :  30.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 303.00 / 303.00 m
Receiver height           :  60.00 / 60.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

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

Source height = 1.50 m

ROAD (0.00 + 69.72 + 0.00) = 69.72 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
     9     90   0.00  75.22   0.00  -2.04  -3.47   0.00   0.00   0.00
69.72
--------------------------------------------------------------------------
--

Segment Leq : 69.72 dBA


Results segment # 2: 417 (day)
------------------------------

Source height = 1.50 m

ROAD (0.00 + 66.58 + 0.00) = 66.58 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
    30     90   0.00  84.41   0.00 -13.05  -4.77   0.00   0.00   0.00
66.58
--------------------------------------------------------------------------
--

Segment Leq : 66.58 dBA

Total Leq All Segments: 71.44 dBA
```

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

Source height = 1.50 m

ROAD (0.00 + 62.12 + 0.00) = 62.12 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
     9     90   0.00  67.63   0.00  -2.04  -3.47   0.00   0.00   0.00
62.12
--------------------------------------------------------------------------
--

Segment Leq : 62.12 dBA


Results segment # 2: 417 (night)
--------------------------------

Source height = 1.50 m

ROAD (0.00 + 58.99 + 0.00) = 58.99 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
    30     90   0.00  76.81   0.00 -13.05  -4.77   0.00   0.00   0.00
58.99
--------------------------------------------------------------------------
--

Segment Leq : 58.99 dBA

Total Leq All Segments: 63.84 dBA
```

```
RT/Custom data, segment # 1: LRT (day/night)
--------------------------------------------
1 - 4-car SRT:
Traffic volume     :   540/60    veh/TimePeriod
Speed              :    70 km/h

Data for Segment # 1: LRT (day/night)
-------------------------------------
Angle1    Angle2            :    9.00 deg   90.00 deg
Wood depth                  :      0        (No woods.)
No of house rows            :      0 / 0
Surface                     :      2        (Reflective ground surface)
Receiver source distance    :  24.00 / 24.00  m
Receiver height             :  60.00 / 60.00  m
Topography                  :      1        (Flat/gentle slope; no barrier)
Reference angle             :   0.00

Results segment # 1: LRT (day)
------------------------------

Source height = 0.50 m

RT/Custom (0.00 + 57.93 + 0.00) = 57.93 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
----------------------------------------------------------------------
     9     90   0.00  63.44  -2.04  -3.47   0.00   0.00   0.00  57.93
----------------------------------------------------------------------

Segment Leq : 57.93 dBA

Total Leq All Segments: 57.93 dBA

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

Source height = 0.50 m

RT/Custom (0.00 + 51.40 + 0.00) = 51.40 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
----------------------------------------------------------------------
     9     90   0.00  56.91  -2.04  -3.47   0.00   0.00   0.00  51.40
----------------------------------------------------------------------

Segment Leq : 51.40 dBA

Total Leq All Segments: 51.40 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 71.63
                         (NIGHT): 64.08
```

```
STAMSON 5.0        NORMAL REPORT        Date: 05-07-2023 16:19:25
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Carling (day/night)
-------------------------------------------
Car traffic volume  : 40480/3520  veh/TimePeriod  *
Medium truck volume :  3220/280   veh/TimePeriod  *
Heavy truck volume  :  2300/200   veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  50000
    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: Carling (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  :  19.00 / 19.00  m
Receiver height           :  16.00 / 16.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Road data, segment # 2: 417 (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: 417 (day/night)
-------------------------------------
Angle1   Angle2            : -90.00 deg   90.00 deg
Wood depth                 :      0       (No woods.)
No of house rows           :      0 / 0
Surface                    :      1       (Absorptive ground surface)
Receiver source distance   : 292.00 / 292.00 m
Receiver height            :  16.00 / 16.00  m
Topography                 :      2       (Flat/gentle slope; with barrier)
Barrier angle1             :   3.00 deg   Angle2 : 90.00 deg
Barrier height             :  10.00 m
Barrier receiver distance  : 244.00 / 244.00 m
Source elevation           :   0.00 m
Receiver elevation         :   0.00 m
Barrier elevation          :   0.00 m
Reference angle            :   0.00
```

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

Source height = 1.50 m

ROAD (0.00 + 74.20 + 0.00) = 74.20 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
---------------------------------------------------------------------------
--
   -90     90   0.00  75.22   0.00  -1.03   0.00   0.00   0.00   0.00
74.20
---------------------------------------------------------------------------
--

Segment Leq : 74.20 dBA


Results segment # 2: 417 (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 !       16.00 !        3.88 !         3.88

ROAD (65.17 + 57.29 + 0.00) = 65.82 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
---------------------------------------------------------------------------
--
   -90      3   0.23  84.41   0.00 -15.80  -3.45   0.00   0.00   0.00
65.17
---------------------------------------------------------------------------
--
     3     90   0.00  84.41   0.00 -12.89  -3.16   0.00   0.00 -11.07
57.29
---------------------------------------------------------------------------
--

Segment Leq : 65.82 dBA

Total Leq All Segments: 74.79 dBA
```

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

Source height = 1.50 m

ROAD (0.00 + 66.60 + 0.00) = 66.60 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
   -90     90   0.00  67.63   0.00  -1.03   0.00   0.00   0.00   0.00
66.60
--------------------------------------------------------------------------
--

Segment Leq : 66.60 dBA


Results segment # 2: 417 (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 !       16.00 !        3.88 !         3.88

ROAD (57.57 + 49.70 + 0.00) = 58.23 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
   -90      3   0.23  76.81   0.00 -15.80  -3.45   0.00   0.00   0.00
57.57
--------------------------------------------------------------------------
--
     3     90   0.00  76.81   0.00 -12.89  -3.16   0.00   0.00 -11.06
49.70
--------------------------------------------------------------------------
--

Segment Leq : 58.23 dBA

Total Leq All Segments: 67.19 dBA
```

```
RT/Custom data, segment # 1: LRT (day/night)
--------------------------------------------
1 - 4-car SRT:
Traffic volume    :   540/60    veh/TimePeriod
Speed             :    70 km/h

Data for Segment # 1: LRT (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   :  19.00 / 19.00  m
Receiver height            :  16.00 / 16.00  m
Topography                 :      1       (Flat/gentle slope; no barrier)
Reference angle            :   0.00


Results segment # 1: LRT (day)
------------------------------

Source height = 0.50 m

RT/Custom (0.00 + 62.41 + 0.00) = 62.41 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
----------------------------------------------------------------------
   -90     90   0.00  63.44  -1.03   0.00   0.00   0.00   0.00  62.41
----------------------------------------------------------------------

Segment Leq : 62.41 dBA

Total Leq All Segments: 62.41 dBA

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

Source height = 0.50 m

RT/Custom (0.00 + 55.88 + 0.00) = 55.88 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
----------------------------------------------------------------------
   -90     90   0.00  56.91  -1.03   0.00   0.00   0.00   0.00  55.88
----------------------------------------------------------------------

Segment Leq : 55.88 dBA

Total Leq All Segments: 55.88 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 75.03
                         (NIGHT): 67.50
```

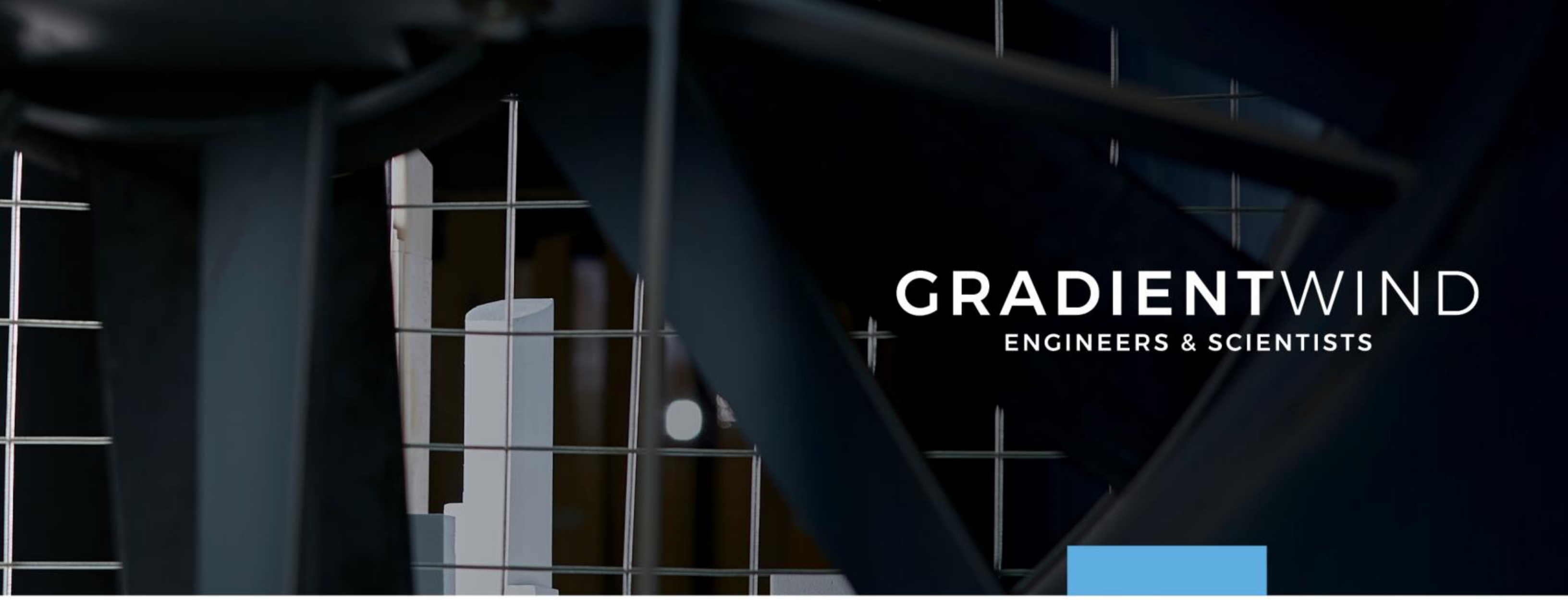
```
STAMSON 5.0        NORMAL REPORT        Date: 05-07-2023 16:19:30
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: Carling (day/night)
-------------------------------------------
Car traffic volume  : 40480/3520  veh/TimePeriod  *
Medium truck volume :  3220/280   veh/TimePeriod  *
Heavy truck volume  :  2300/200   veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  50000
    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: Carling (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   :  22.00 / 22.00  m
Receiver height            :  16.00 / 16.00  m
Topography                 :      1       (Flat/gentle slope; no barrier)
Reference angle            :   0.00
```

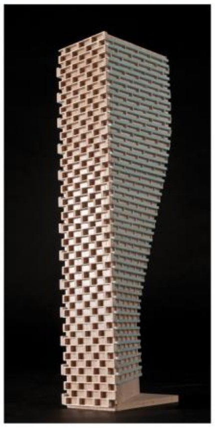
```
Road data, segment # 2: 417 (day/night)
---------------------------------------
Car traffic volume  : 118739/10325 veh/TimePeriod  *
Medium truck volume :  9445/821   veh/TimePeriod  *
Heavy truck volume  :  6747/587   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
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: 417 (day/night)
-------------------------------------
Angle1   Angle2           :  21.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 304.00 / 304.00 m
Receiver height           :  16.00 / 16.00  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  21.00 deg   Angle2 : 90.00 deg
Barrier height            :  10.00 m
Barrier receiver distance : 256.00 / 256.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00
```

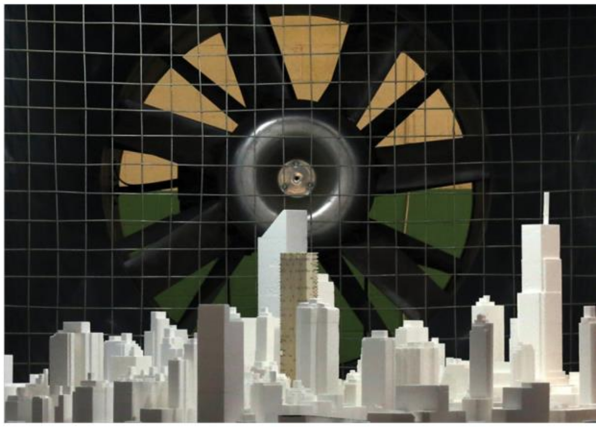
```
Results segment # 1: Carling (day)
----------------------------------

Source height = 1.50 m

ROAD (0.00 + 70.55 + 0.00) = 70.55 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
     0     90   0.00  75.22   0.00  -1.66  -3.01   0.00   0.00   0.00
70.55
--------------------------------------------------------------------------
--

Segment Leq : 70.55 dBA


Results segment # 2: 417 (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 !       16.00 !        3.79 !         3.79

ROAD (0.00 + 56.59 + 0.00) = 56.59 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
--------------------------------------------------------------------------
--
    21     90   0.00  84.41   0.00 -13.07  -4.16   0.00   0.00 -10.58
56.59
--------------------------------------------------------------------------
--

Segment Leq : 56.59 dBA

Total Leq All Segments: 70.72 dBA
```

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

Source height = 1.50 m

ROAD (0.00 + 62.95 + 0.00) = 62.95 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
---------------------------------------------------------------------------
--
     0     90   0.00  67.63   0.00  -1.66  -3.01   0.00   0.00   0.00
62.95
---------------------------------------------------------------------------
--

Segment Leq : 62.95 dBA


Results segment # 2: 417 (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 !       16.00 !        3.79 !         3.79

ROAD (0.00 + 49.00 + 0.00) = 49.00 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
---------------------------------------------------------------------------
--
    21     90   0.00  76.81   0.00 -13.07  -4.16   0.00   0.00 -10.58
49.00
---------------------------------------------------------------------------
--

Segment Leq : 49.00 dBA

Total Leq All Segments: 63.12 dBA
```

```
RT/Custom data, segment # 1: LRT (day/night)
--------------------------------------------
1 - 4-car SRT:
Traffic volume    :   540/60    veh/TimePeriod
Speed             :    70 km/h

Data for Segment # 1: LRT (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  :  22.00 / 22.00  m
Receiver height           :  16.00 / 16.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: LRT (day)
------------------------------

Source height = 0.50 m

RT/Custom (0.00 + 58.76 + 0.00) = 58.76 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
----------------------------------------------------------------------
     0     90   0.00  63.44  -1.66  -3.01   0.00   0.00   0.00  58.76
----------------------------------------------------------------------

Segment Leq : 58.76 dBA

Total Leq All Segments: 58.76 dBA

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

Source height = 0.50 m

RT/Custom (0.00 + 52.23 + 0.00) = 52.23 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
----------------------------------------------------------------------
     0     90   0.00  56.91  -1.66  -3.01   0.00   0.00   0.00  52.23
----------------------------------------------------------------------

Segment Leq : 52.23 dBA

Total Leq All Segments: 52.23 dBA


TOTAL Leq FROM ALL SOURCES (DAY): 70.99
                         (NIGHT): 63.46
```







APPENDIX B

FTA VIBRATION CALCULATIONS

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

GW23-139 06-Jul-23

Possible Vibration Impacts on 1657-1673 Carling Ave - 386 Tillbury Ave
Perdicted using FTA General Assesment

Train Speed 70 km/h 43.5 mph

	Distance from C/L	
	(m)	(ft)
CN	19.0	62.3

	Vibration	
From FTA Manual Fig 10-1		
Vibration Levels at distance from track	72	dBV re 1 micro in/sec
Adjustment Factors FTA Table 10-1		
Speed reference 50 mph	-1	Speed Limit of 70 km/h (43.5 mph)
Vehicle Parameters	0	Assume Soft primary suspension, Weels run true
Track Condition	0	Worn or Corrugated Track
Track Treatments	0	None
Type of Transit Structure	0	None
Efficient vibration Propagation	0	Propagation through rock
Vibration Levels at Fdn	71	0.088
Coupling to Building Foundation	-10	Large Massonry on Piles
Floor to Floor Attenuation	-2.0	Ground Floor Ocupied
Amplification of Floor and Walls	6	
Total Vibration Level	64.8	dBV or 0.044 mm/s
Noise Level in dBA	29.8	dBA

Table 10-1. Adjustment Factors for Generalized Predictions of Ground-Borne Vibration and Noise

Factors Affecting Vibration Source				
Source Factor	**Adjustment to Propagation Curve**			**Comment**
		Reference Speed		
Speed	Vehicle Speed	50 mph	30 mph	Vibration level is approximately proportional to $20*\log(speed/speed_{ref})$. Sometimes the variation with speed has been observed to be as low as 10 to 15 $\log(speed/speed_{ref})$.
	60 mph	+1.6 dB	+6.0 dB	
	50 mph	0.0 dB	+4.4 dB	
	40 mph	-1.9 dB	+2.5 dB	
	30 mph	-4.4 dB	0.0 dB	
	20 mph	-8.0 dB	-3.5 dB	
Vehicle Parameters (not additive, apply greatest value only)				
Vehicle with stiff primary suspension	+8 dB			Transit vehicles with stiff primary suspensions have been shown to create high vibration levels. Include this adjustment when the primary suspension has a vertical resonance frequency greater than 15 Hz.
Resilient Wheels	0 dB			Resilient wheels do not generally affect ground-borne vibration except at frequencies greater than about 80 Hz.
Worn Wheels or Wheels with Flats	+10 dB			Wheel flats or wheels that are unevenly worn can cause high vibration levels. This can be prevented with wheel truing and slip-slide detectors to prevent the wheels from sliding on the track.
Track Conditions (not additive, apply greatest value only)				
Worn or Corrugated Track	+10 dB			If both the wheels and the track are worn, only one adjustment should be used. Corrugated track is a common problem. Mill scale on new rail can cause higher vibration levels until the rail has been in use for some time.
Special Trackwork	+10 dB			Wheel impacts at special trackwork will significantly increase vibration levels. The increase will be less at greater distances from the track.
Jointed Track or Uneven Road Surfaces	+5 dB			Jointed track can cause higher vibration levels than welded track. Rough roads or expansion joints are sources of increased vibration for rubber-tire transit.
Track Treatments (not additive, apply greatest value only)				
Floating Slab Trackbed	-15 dB			The reduction achieved with a floating slab trackbed is strongly dependent on the frequency characteristics of the vibration.
Ballast Mats	-10 dB			Actual reduction is strongly dependent on frequency of vibration.
High-Resilience Fasteners	-5 dB			Slab track with track fasteners that are very compliant in the vertical direction can reduce vibration at frequencies greater than 40 Hz.

Table 10-1. Adjustment Factors for Generalized Predictions of Ground-Borne Vibration and Noise (Continued)

Factors Affecting Vibration Path		
Path Factor	**Adjustment to Propagation Curve**	**Comment**
Resiliently Supported Ties	-10 dB	Resiliently supported tie systems have been found to provide very effective control of low-frequency vibration.
Track Configuration (not additive, apply greatest value only)		
Type of Transit Structure	Relative to at-grade tie & ballast: Elevated structure -10 dB Open cut 0 dB	The general rule is the heavier the structure, the lower the vibration levels. Putting the track in cut may reduce the vibration levels slightly. Rock-based subways generate higher-frequency vibration.
	Relative to bored subway tunnel in soil: Station -5 dB Cut and cover -3 dB Rock-based - 15 dB	
Ground-borne Propagation Effects		
Geologic conditions that promote efficient vibration propagation	Efficient propagation in soil +10 dB	Refer to the text for guidance on identifying areas where efficient propagation is possible.
	Propagation in rock layer **Dist.** / **Adjust.** 50 ft +2 dB 100 ft +4 dB 150 ft +6 dB 200 ft +9 dB	The positive adjustment accounts for the lower attenuation of vibration in rock compared to soil. It is generally more difficult to excite vibrations in rock than in soil at the source.
Coupling to building foundation	Wood Frame Houses -5 dB 1-2 Story Masonry -7 dB 3-4 Story Masonry -10 dB Large Masonry on Piles -10 dB Large Masonry on Spread Footings -13 dB Foundation in Rock 0 dB	The general rule is the heavier the building construction, the greater the coupling loss.
Factors Affecting Vibration Receiver		
Receiver Factor	**Adjustment to Propagation Curve**	**Comment**
Floor-to-floor attenuation	1 to 5 floors above grade: -2 dB/floor 5 to 10 floors above grade: -1 dB/floor	This factor accounts for dispersion and attenuation of the vibration energy as it propagates through a building.
Amplification due to resonances of floors, walls, and ceilings	+6 dB	The actual amplification will vary greatly depending on the type of construction. The amplification is lower near the wall/floor and wall/ceiling intersections.
Conversion to Ground-borne Noise		
Noise Level in dBA	Peak frequency of ground vibration: Low frequency (<30 Hz): -50 dB Typical (peak 30 to 60 Hz): -35 dB High frequency (>60 Hz): -20 dB	Use these adjustments to estimate the A-weighted sound level given the average vibration velocity level of the room surfaces. See text for guidelines for selecting low, typical or high frequency characteristics. Use the high-frequency adjustment for subway tunnels in rock or if the dominant frequencies of the vibration spectrum are known to be 60 Hz or greater.