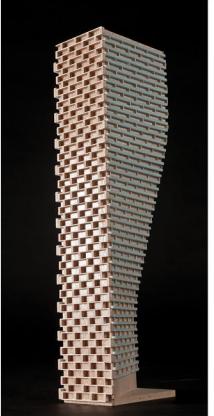


TRANSPORTATION NOISE ASSESSMENT

1867 Alta Vista Drive
Ottawa, Ontario

Report: 25-170 Transportation Noise



December 10, 2025

PREPARED FOR

Evan Johnson
TCU Development Corp
1207-150 Isabella Street
Ottawa Ontario
K1S 5H3

PREPARED BY

Michael Pantano, M.A.Sc., Junior ANV Scientist
Joshua Foster, P.Eng., Lead Engineer

EXECUTIVE SUMMARY

This report describes a transportation noise assessment undertaken to support an Official Plan Amendment (OPA), Zoning By-Law Amendment (ZBA), and Site Plan Control (SPC) application for the proposed residential development located at 1867 Alta Vista Drive in Ottawa, Ontario. The major sources of traffic noise on the development are Smyth Road (4 lane divided arterial) and Alta Vista Drive (2 lane major collector). There is a Via rail line approximately 250 m from the site that is a minor source of noise but was also considered in the study. Furthermore, as the site is not within 75 metres (m) of any above or below-grade rail lines, a ground vibrations are not considered to be significant.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) NPC-300, Ministry of Transportation Ontario (MTO), and City of Ottawa Environmental Noise Control Guidelines (ENCG) guidelines; (ii) future vehicular traffic volumes corresponding to roadway classification, roadway traffic volumes obtained from the City of Ottawa, and passenger rail information obtained from Via Canada; and (iii) architectural drawings provided by RLA Architects in November 2025.

The results of the current analysis indicate that POW noise levels will range between 60 and 65 dBA during the daytime period (07:00-23:00) and between 53 and 58 dBA during the nighttime period (23:00-07:00). The highest noise level (65 dBA) occurs at the 9th storey on the south façade and at two locations at the 9th storey on the east façade. All three locations are the highest points above grade, which increases exposure to both Smyth Road and Alta Vista Drive. Since no receptors exceeded 65 dBA, exterior building components that comply with the Ontario Building Code (OBC 2024) requirements will be sufficient.



Results of the calculations also indicate that this development will require provisions for central air conditioning, or a similar ventilation system, which will allow occupants to keep windows closed and maintain a comfortable living environment. However, since the intent of the development is for residential suites, central air conditioning is likely to be installed. As such, Type D Warning Clauses will be required on all Lease, Purchase and Sale Agreements for both buildings. With regards to on-site stationary noise impacts of surroundings onto the study site, Gradient Wind conducted a survey of the site using aerial imagery and no significant off-site sources of stationary noise were identified.

Regarding stationary noise impacts of the study site on its surroundings, a stationary noise study is recommended for the site during the detailed design once mechanical plans become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed block onto 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. As the mechanical equipment is expected to reside primarily in the mechanical level located on the high roof on each building, noise levels on the surrounding noise sensitive properties are expected to be negligible. In the event that noise levels exceed the NPC-300 criteria, noise impacts can generally be minimized by judicious selection and placement of the equipment



TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	TERMS OF REFERENCE	1
3.	OBJECTIVES	2
4.	METHODOLOGY	2
4.1	Background.....	2
4.2	Transportation Noise	3
4.2.1	Criteria for Transportation Noise	3
4.2.2	Traffic Volumes	4
4.2.3	Theoretical Roadway Traffic Noise Predictions	5
4.2.4	Theoretical Railway Traffic Noise Predictions	6
4.3	Indoor Noise Calculations	7
5.	RESULTS	8
5.1	Roadway Traffic Noise Levels	8
6.	CONCLUSIONS AND RECOMMENDATIONS	10

FIGURES

APPENDICES

Appendix A – STAMSON 5.04 INPUT AND OUTPUT DATA

Appendix B: CORRESPONDENCE WITH VIA RAIL



1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by TCU Development Corp to undertake a transportation noise assessment, to satisfy the requirements for an Official Plan Amendment (OPA), Zoning By-Law Amendment (ZBA), and Site Plan Control (SPC) application for the proposed residential development located at 1867 Alta Vista Drive in Ottawa, Ontario. This report summarizes the methodology, results, and recommendations related to the assessment of exterior noise levels generated by local transportation traffic.

This assessment is based on theoretical noise calculation methods conforming to the Ministry of the Environment, Conservation and Parks (MECP) NPC-300¹, Ministry of Transportation Ontario (MTO)², and City of Ottawa Environmental Noise Control Guidelines (ENCG)³ guidelines. Noise calculations were based on architectural drawings provided by RLA Architecture, dated November 2025, with future traffic volumes corresponding to roadway classification and theoretical roadway capacities, and recent satellite imagery.

2. TERMS OF REFERENCE

The subject site is located on a parcel of land previously occupied by the Canadian Association of Medical Publishers Headquarters. The proposed development is a residential development located at 1867 Alta Vista Drive in Ottawa, Ontario. The major sources of traffic noise on the development are Smyth Road (4 lane divided arterial) and Alta Vista Drive (2 lane major collector). There is a Via rail line approximately 250 m from the site that is a minor source of noise. Furthermore, as the site is not within 75 metres (m) of any above or below-grade rail lines, a ground vibrations are considered to be insignificant.

¹ Ontario Ministry of the Environment and Climate Change – Environmental Noise Guidelines, Publication NPC-300, Queens Printer for Ontario, Toronto, 2013

² Ministry of Transportation Ontario, “Environmental Guide for Noise”, August 2021

³ City of Ottawa Environmental Noise Control Guidelines, January 2016



The proposed development comprises a single nine-storey building. The building has a 6-storey podium with an upper block that rises from the 6th to 9th storeys. There are large indoor amenity areas at grade at the south and east central areas of the building. There is an entrance to underground parking in the centre of the ground level of the building. Additionally, there is a parkland dedication to the southwest of the building.

3. OBJECTIVES

The principal objectives of this study are to (i) calculate the future noise levels on the study building produced by local transportation sources, and (ii) explore potential noise mitigation where required.

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 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. NPC-300 specifies that the recommended indoor noise limit for various spaces in the development are listed in Table 1.

TABLE 1: INDOOR SOUND LEVEL CRITERIA (ROAD)⁴

Type of Space	Time Period	L_{eq} (dBA)	
		Road	Rail
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 residences, hospitals, nursing/retirement homes, etc.	07:00 - 23:00	45	40
Sleeping quarters of residences, hospitals, nursing/retirement homes, etc.	23:00 – 07:00	40	35

⁴ MOECP, Environmental Noise Guidelines, NPC 300 – Part C, Table C-9



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 reduction⁵. A closed window due to a ventilation requirement will bring noise levels down to achieve an acceptable indoor environment⁶. 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 attenuation⁷. As shown in Table 1, these thresholds are reduced by 5 dBA when the source of transportation noise is a railway.

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

4.2.2 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, roadway traffic volumes are based on the roadway classifications outlined in the City of Ottawa's Official Plan (OP) and Transportation Master Plan⁸ 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. Table 2 (below) summarizes the AADT values used for the roadways included in this assessment.

TABLE 2: ROADWAY TRAFFIC DATA

Segment	Roadway Traffic Classification	Speed Limit (km/h)	Traffic Volumes
Alta Vista Drive	2-Lane Major Collector	50	12,000
Smyth Road	4-Lane Urban Arterial – Divided (4-UAD)	50	35,000

⁵ Burberry, P.B. (2014). *Mitchell's Environment and Services*. Routledge, Page 125

⁶ MOECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.8

⁷ MOECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.1.3

⁸ City of Ottawa Transportation Master Plan, November 2013



Volumes for the Via Rail corridor are based on data from Via Rail. Table 3 (below) summarizes the AADT values used for the rail corridor included in this assessment. Appendix B presents the correspondence with Via that informed this data.

TABLE 3: RAILWAY TRAFFIC DATA

Segment	Roadway Traffic Classification	Speed Limit (km/h)	Traffic Volumes	Car/Locomotive Numbers
Via Rail Ottawa Corridor	Passenger Rail	50	24/1*	5/1

* Daytime and nighttime volumes are a total of 18 trains; however, the train numbers used in the analysis are the projected values.

4.2.3 Theoretical Roadway Traffic 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 and Table 3, 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.
- Noise receptors were strategically placed at 10 locations around the study area (see Figure 2).
- Receptor distances and exposure angles are illustrated in Figures A1-A5.



4.2.4 Theoretical Railway Traffic Noise Predictions

When an area is influenced by road and rail traffic, the criteria require the outdoor noise impact from each source to be examined for comparison to the respective criterion. Calculations were performed for receptors in close proximity to the railway with the assistance of the MECP rail and road noise analysis program STAMSON 5.04, which incorporates the calculation model 'Sound from Trains Environment Analysis Method' (STEAM). The impact from railway noise is then combined with roadway predictions using a logarithmic addition at each point of reception and compared to the relevant criteria.

Similar to the roadway traffic noise calculations, the railway line was treated as a single line source of noise, and existing and proposed building locations were used as noise barriers. In addition to the railway volumes summarized in Table 3, theoretical noise predictions were also based on the following parameters, with GO transit values confirmed by Metrolinx representatives and CPKC values estimated through Gradient Wind's previous experience:

- The operating speed of Via Rail along the Hospital Link Road to Smyth Road corridor is 30 mph (50 km/h) at peak.
- The minimum setback distance between the development and above heavy rail lines is 250 m.
- The height difference between the rail line and the study site was considered in the calculations.
- • Whistle events were not considered as there are no level crossings in the area.
- • Rail lines were assumed to be welded.

The noise generated by both roadway and railway traffic was combined for receptors. The combined outdoor noise levels from both road and rail were compared to the appropriate NPC-300 criteria stipulated in Table C1.

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 (2024) 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 4.2.1, when daytime noise levels from road 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 are achieved. The calculation procedure⁹ 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

Based on published research¹⁰, 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, detailed floor layouts 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 + Safety Factor).

⁹ Building Practice Note: Controlling Sound Transmission into Buildings by J.D. Quirt, National Research Council of Canada, September 1985

¹⁰ CMHC, Road & Rail Noise: Effects on Housing



5. RESULTS

5.1 Roadway Traffic Noise Levels

The results of the roadway traffic noise calculations are summarized in Table 4 below. Table 4 presents the receptor sound levels as calculated in STAMSON.

TABLE 4: EXTERIOR NOISE LEVELS DUE TO ROADWAY TRAFFIC SOURCES

Receptor Number	Receptor Height (m)	Receptor Location / Type	Roadway Noise Level (dBA)		Railway Noise Level (dBA)		Total Noise Level (dBA)	
			Day	Night	Day	Night	Day	Night
R1	16.5	POW – Level 6 – Podium South Façade	63	55	-	-	63	55
R2	25.5	POW – Level 9 –Upper Block - South Façade	65	58	-	-	65	58
R3	1.5	POW – Level 1 –Podium - South Façade	60	53	-	-	60	53
R4	16.5	POW – Level 6 – Podium - East Façade	64	57	-	-	64	57
R5	25.5	POW – Level 9 – South of Upper Block - East Façade	65	57	-	-	65	57
R6	25.5	POW – Level 9 – Centre of Upper Block East Façade	64	56	-	-	64	56
R7	7.5	POW – Level 3 – Centre North of Podium - East Façade	64	57	34	23	64	57
R8	25.5	POW – Level 9 – Centre North of Upper Block -East Façade	64	57	42	31	64	57
R9	16.5	POW – Level 6 – North of Podium - East Façade	65	57	40	29	65	57
R10	16.5	POW – Level 6 – North of Podium - North Façade	61	53	45	34	61	53



The results of the current analysis indicate that POW noise levels will range between 60 and 65 dBA during the daytime period (07:00-23:00) and between 53 and 58 dBA during the nighttime period (23:00-07:00). The highest noise level (65 dBA) occurs at the 9th storey on the south façade and at two locations at the 9th storey on the east façade. All three locations are the highest points above grade, which increases exposure to both Smyth Road and Alta Vista Drive. Due to the distance between the study site and the Via Rail Corridor, railway noise was found to be negligible.

The noise levels predicted due to roadway traffic never exceeds indoor criteria (listed in Section 4.2 for building components), and as such upgraded STC components are not needed. Exterior building components that comply with the Ontario Building Code (OBC 2024) requirements will be sufficient. 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. The specified STC requirements also apply to swinging and/or sliding doors.

Results of the calculations also indicate that since there are points of reception that exceed 55 dBA, this development will require a provision for central air conditioning, or a similar ventilation system, which will allow occupants to keep windows closed and maintain a comfortable living environment. However, the residential nature of the development means that central air conditioning will be installed. With this installation, Type D Warning Clauses will be required on all Lease, Purchase and Sale Agreements for all buildings, as summarized in Section 6.

6. CONCLUSIONS AND RECOMMENDATIONS

The results of the current analysis indicate that POW noise levels will range between 60 and 65 dBA during the daytime period (07:00-23:00) and between 53 and 58 dBA during the nighttime period (23:00-07:00). The highest noise level (65 dBA) occurs at the 9th storey on the south façade and at two locations at the 9th storey on the east façade. All three locations are the highest points above grade, which increases exposure to both Smyth Road and Alta Vista Drive. Exterior building components that comply with the Ontario Building Code (OBC 2024) requirements will be sufficient.

Results of the calculations indicate that this development will require provisions central air conditioning, or a similar ventilation system, which will allow occupants to keep windows closed and maintain a comfortable living environment. However, the intended residential use of this building entails the likely installation of central air conditioning. In this circumstance, a Type D Warning Clause will also be required on all Lease, Purchase and Sale Agreements for all buildings, as summarized below:

Type D:

"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

With regards to on-site stationary noise impacts of surroundings onto the study site, Gradient Wind conducted a survey of the site using aerial imagery and no significant off-site sources of stationary noise were identified.

Regarding stationary noise impacts of the study site on its surroundings, a stationary noise study is recommended for the site during the detailed design once mechanical plans become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed block onto 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. As the mechanical equipment is expected to reside primarily in the mechanical level located on the high roof on each building, noise levels on the surrounding noise sensitive properties are expected to be negligible. In the event that noise levels exceed the NPC-300 criteria, noise impacts can generally be minimized by judicious selection and placement of the equipment.

This concludes our transportation 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,

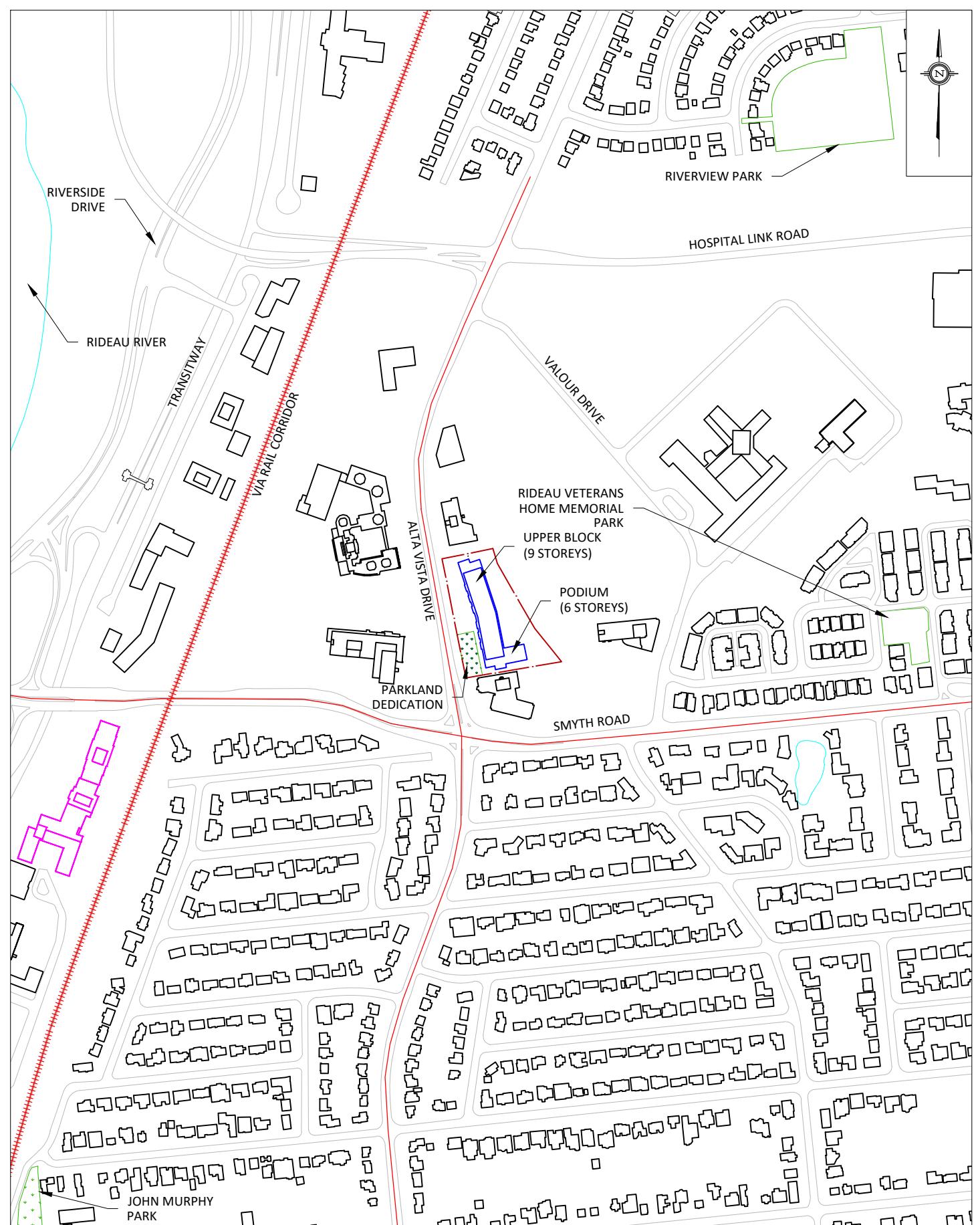
Gradient Wind Engineering Inc.



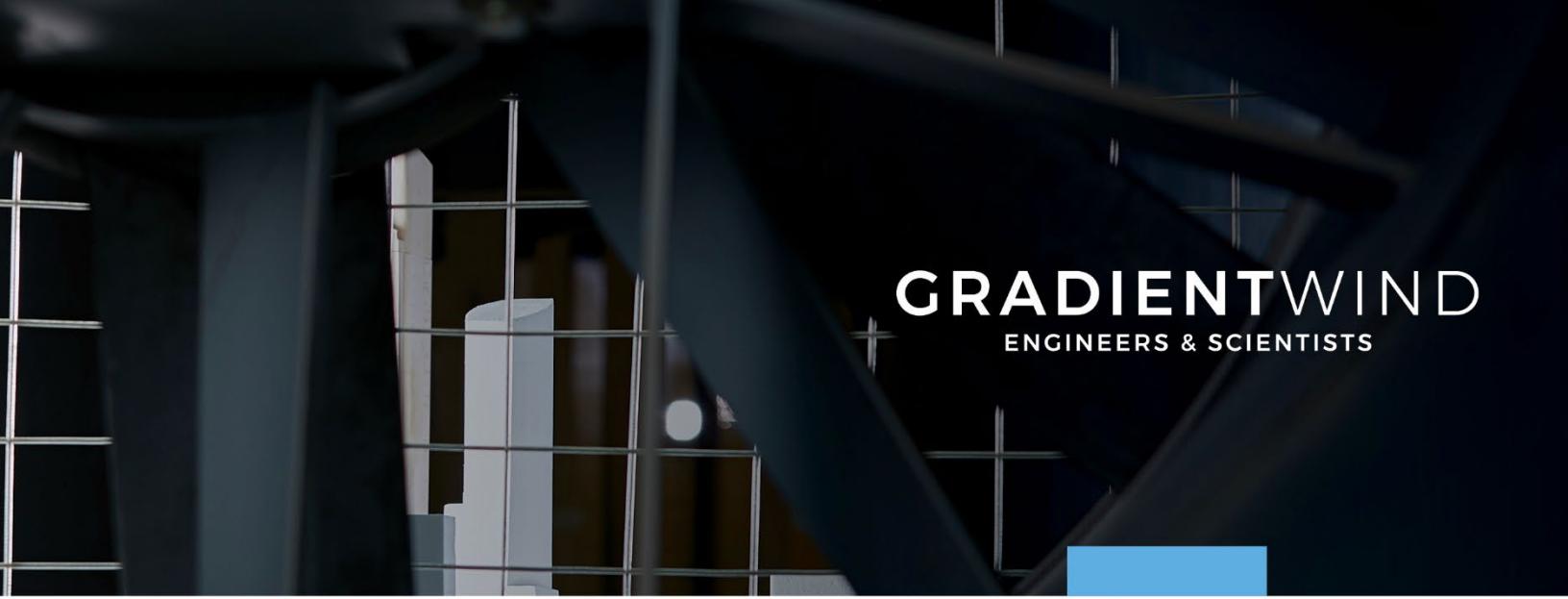
Michael Pantano, M.A.Sc.
Junior ANV Scientist
Gradient Wind File 25-170- Transportation Noise



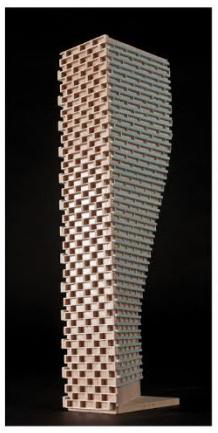
Joshua Foster, P.Eng.
Lead Engineer







GRADIENTWIND
ENGINEERS & SCIENTISTS



APPENDIX A

STAMSON 5.04 – INPUT AND OUTPUT DATA



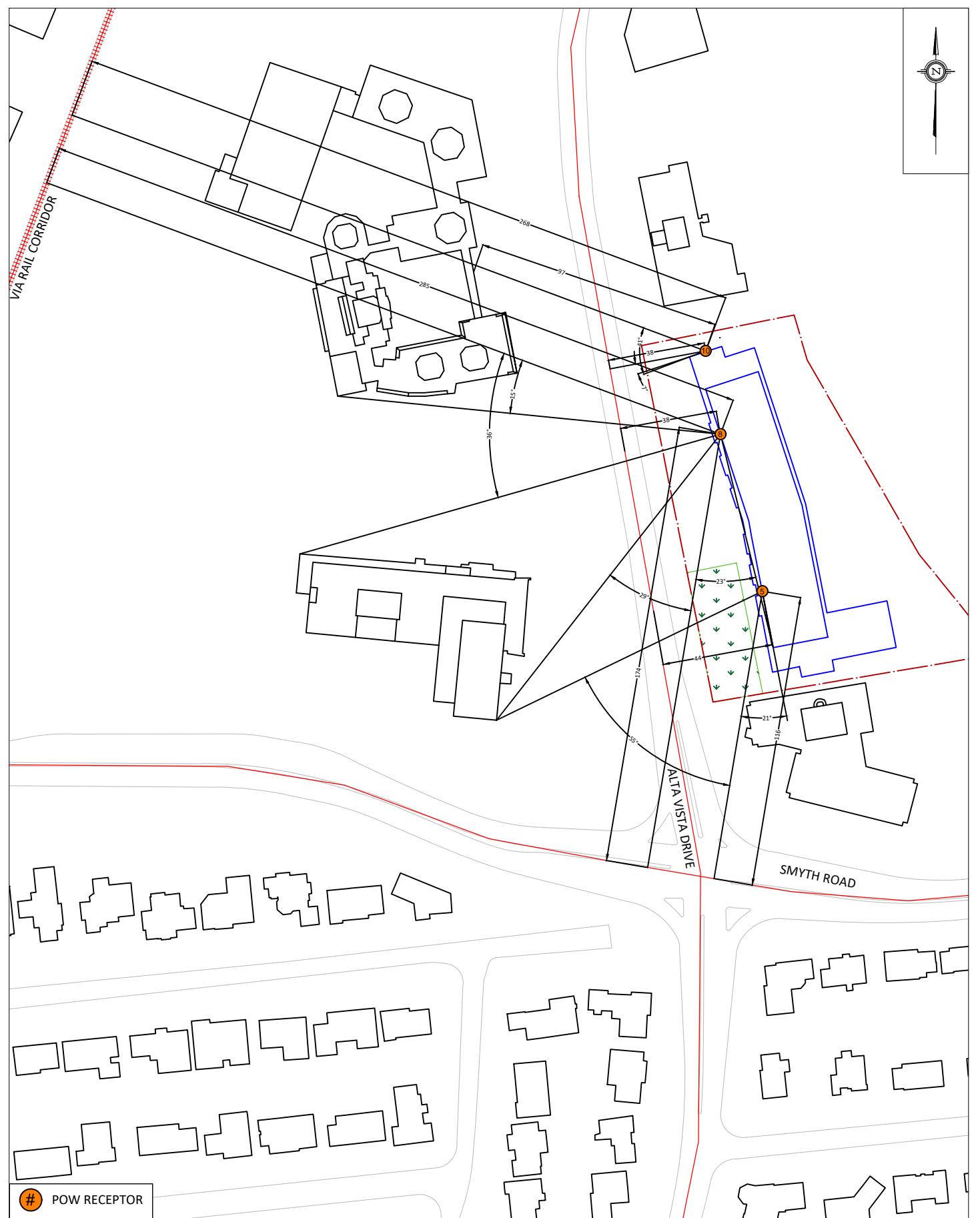
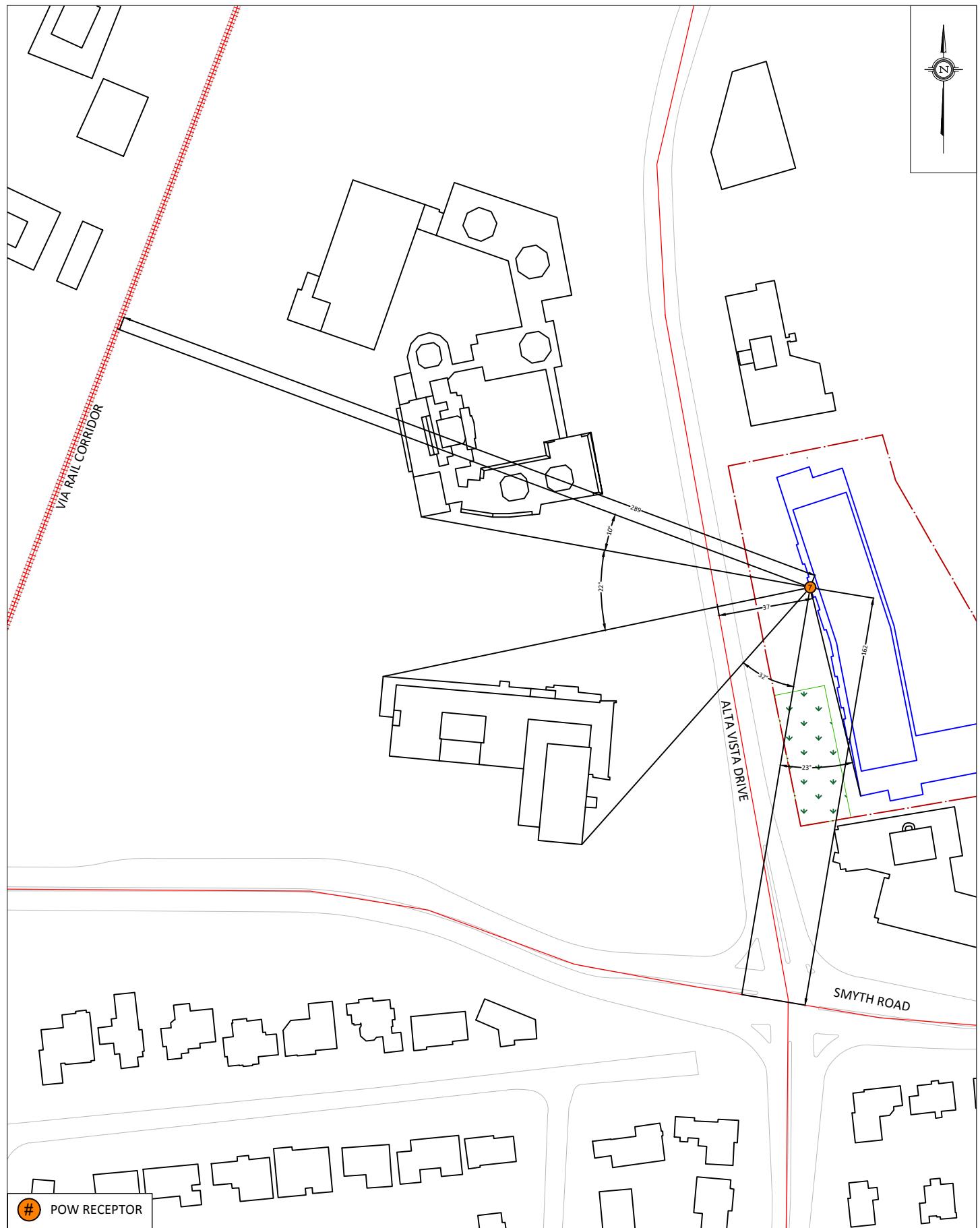
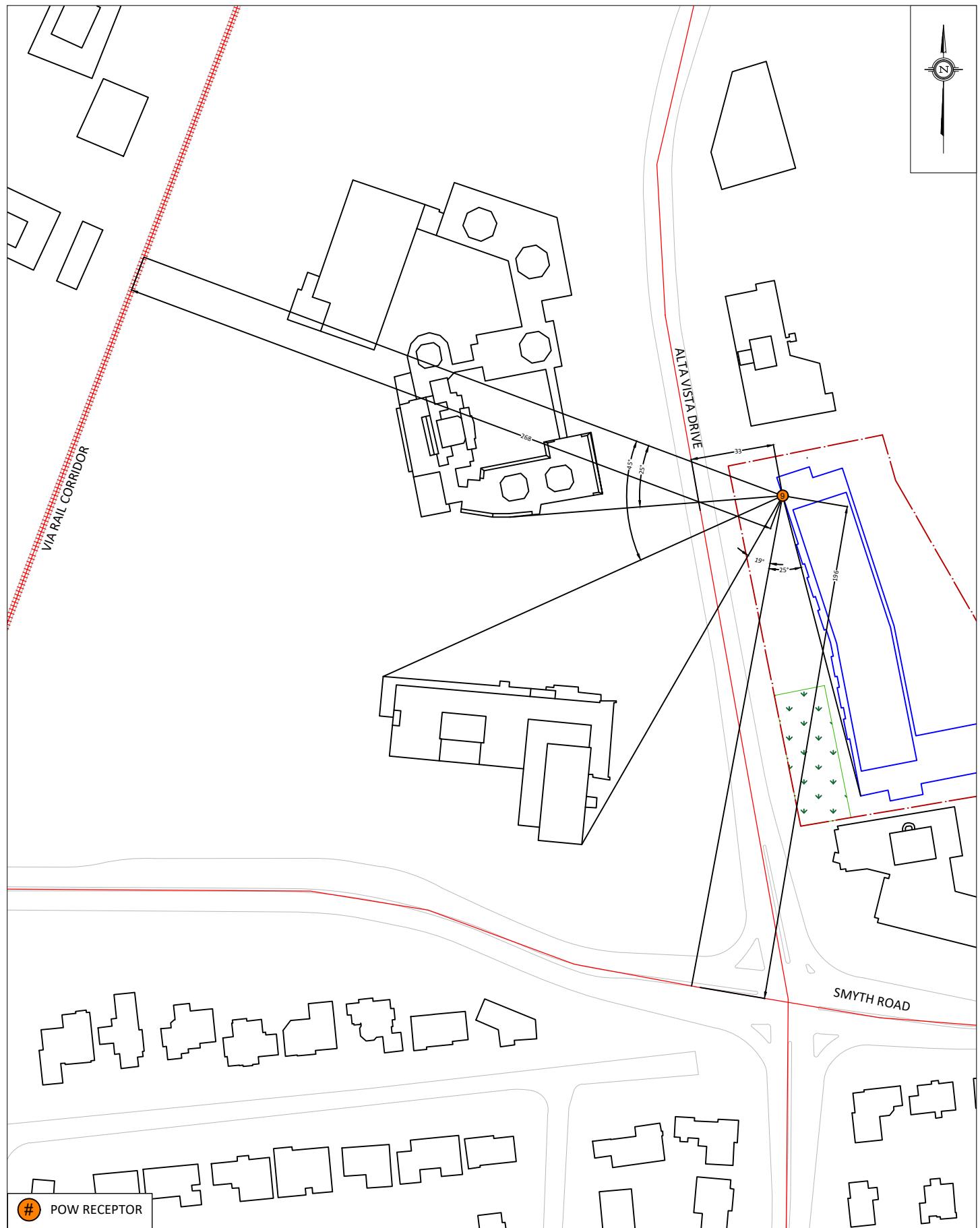




FIGURE A3:
STAMSON PARAMETERS R3,6





STAMSON 5.0 NORMAL REPORT Date: 03-12-2025 15:35:11
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

 Car traffic volume : 28336/2464 veh/TimePeriod *
 Medium truck volume : 2254/196 veh/TimePeriod *
 Heavy truck volume : 1610/140 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) : 35000
 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: Smyth (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 : 87.00 / 87.00 m
 Receiver height : 16.50 / 16.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 30.00 deg
 Barrier height : 9.00 m
 Barrier receiver distance : 56.00 / 56.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Road data, segment # 2: Alta Vista (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: Alta Vista (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 : 60.00 / 60.00 m
 Receiver height : 16.50 / 16.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Smyth (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 ! 16.50 ! 6.84 ! 6.84

ROAD (0.00 + 54.85 + 59.75) = 60.97 dBA

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

 -90 30 0.00 72.16 0.00 -7.63 -1.76 0.00 0.00 -7.92 54.85

 30 90 0.00 72.16 0.00 -7.63 -4.77 0.00 0.00 0.00 59.75

Segment Leq : 60.97 dBA

Results segment # 2: Alta Vista (day)

Source height = 1.50 m

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	67.51	0.00	-6.02	-3.01	0.00	0.00	0.00	58.48

Segment Leq : 58.48 dBA

Total Leq All Segments: 62.91 dBA

Results segment # 1: Smyth (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	16.50	6.84	6.84

ROAD (0.00 + 47.25 + 52.16) = 53.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	30	0.00	64.56	0.00	-7.63	-1.76	0.00	0.00	-7.92	47.25
30	90	0.00	64.56	0.00	-7.63	-4.77	0.00	0.00	0.00	52.16

Segment Leq : 53.37 dBA

Results segment # 2: Alta Vista (night)

Source height = 1.50 m

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	59.91	0.00	-6.02	-3.01	0.00	0.00	0.00	50.88

Segment Leq : 50.88 dBA

Total Leq All Segments: 55.31 dBA

TOTAL L_{eq} FROM ALL SOURCES (DAY): 62.91
(NIGHT): 55.31

STAMSON 5.0 NORMAL REPORT Date: 03-12-2025 15:42:32
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

 Car traffic volume : 28336/2464 veh/TimePeriod *
 Medium truck volume : 2254/196 veh/TimePeriod *
 Heavy truck volume : 1610/140 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) : 35000
 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: Smyth (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 : 98.00 / 98.00 m
 Receiver height : 25.50 / 25.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 9.00 m
 Barrier receiver distance : 16.00 / 16.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Road data, segment # 2: Alta Vista (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: Alta Vista (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 : 55.00 / 55.00 m
 Receiver height : 25.50 / 25.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Smyth (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 ! 25.50 ! 21.58 ! 21.58

ROAD (0.00 + 64.01 + 0.00) = 64.01 dBA

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

 -90 90 0.00 72.16 0.00 -8.15 0.00 0.00 0.00 -0.02 63.99*
 -90 90 0.00 72.16 0.00 -8.15 0.00 0.00 0.00 0.00 64.01

* Bright Zone !

Segment Leq : 64.01 dBA

Results segment # 2: Alta Vista (day)

Source height = 1.50 m

ROAD (0.00 + 58.86 + 0.00) = 58.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	67.51	0.00	-5.64	-3.01	0.00	0.00	0.00	58.86

Segment Leq : 58.86 dBA

Total Leq All Segments: 65.17 dBA

Results segment # 1: Smyth (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
1.50 !	25.50 !	21.58 !	21.58

ROAD (0.00 + 56.41 + 0.00) = 56.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.56	0.00	-8.15	0.00	0.00	0.00	-0.02	56.39*
-90	90	0.00	64.56	0.00	-8.15	0.00	0.00	0.00	0.00	56.41

* Bright Zone !

Segment Leq : 56.41 dBA

GRADIENTWIND
ENGINEERS & SCIENTISTS

Results segment # 2: Alta Vista (night)

Source height = 1.50 m

ROAD (0.00 + 51.26 + 0.00) = 51.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	59.91	0.00	-5.64	-3.01	0.00	0.00	0.00	51.26

Segment Leq : 51.26 dBA

Total Leq All Segments: 57.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.17
(NIGHT): 57.57

STAMSON 5.0 **NORMAL REPORT** **Date: 03-12-2025 15:48:21**
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 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) : 35000
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: Smyth (day/night)

Angle1 Angle2 : 16.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.00 / 99.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Smyth (day)

Source height = 1.50 m

ROAD (0.00 + 60.10 + 0.00) = 60.10 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

16 90 0.00 72.16 0.00 -8.20 -3.86 0.00 0.00 0.00 60.10

Segment Leq : 60.10 dBA

Total Leq All Segments: 60.10 dBA

Results segment # 1: Smyth (night)

Source height = 1.50 m

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
16	90	0.00	64.56	0.00	-8.20	-3.86	0.00	0.00	0.00	52.51

Segment Leq : 52.51 dBA

Total Leq All Segments: 52.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.10
(NIGHT): 52.51

STAMSON 5.0 NORMAL REPORT Date: 03-12-2025 15:48:10
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

 Car traffic volume : 28336/2464 veh/TimePeriod *
 Medium truck volume : 2254/196 veh/TimePeriod *
 Heavy truck volume : 1610/140 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): 35000
 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: Smyth (day/night)

 Angle1 Angle2 : -8.00 deg 51.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 121.00 / 121.00 m
 Receiver height : 16.50 / 16.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: Alta Vista (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: Alta Vista (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 : 41.00 / 41.00 m
 Receiver height : 16.50 / 16.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Smyth (day)

Source height = 1.50 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -8 51 0.00 72.16 0.00 -9.07 -4.84 0.00 0.00 0.00 0.00 58.25

Segment Leq : 58.25 dBA

Results segment # 2: Alta Vista (day)

Source height = 1.50 m

ROAD (0.00 + 63.14 + 0.00) = 63.14 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 -4.37 0.00 0.00 0.00 0.00 0.00 63.14

Segment Leq : 63.14 dBA

Total Leq All Segments: 64.36 dBA

Results segment # 1: Smyth (night)

Source height = 1.50 m

ROAD (0.00 + 50.65 + 0.00) = 50.65 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -8 51 0.00 64.56 0.00 -9.07 -4.84 0.00 0.00 0.00 0.00 50.65

Segment Leq : 50.65 dBA

Results segment # 2: Alta Vista (night)

Source height = 1.50 m

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.ADJ	D.ADJ	F.ADJ	W.ADJ	H.ADJ	B.ADJ	SubLeq
-90	90	0.00	59.91	0.00	-4.37	0.00	0.00	0.00	0.00	55.54

Segment Leq : 55.54 dBA

Total Leq All Segments: 56.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.36
(NIGHT): 56.76

STAMSON 5.0 **NORMAL REPORT** **Date: 03-12-2025 15:50:56**
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 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): 35000
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: Smyth (day/night)

Angle1 Angle2 : -55.00 deg 21.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.00 / 116.00 m
Receiver height : 25.50 / 25.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Alta Vista (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: Alta Vista (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 : 44.00 / 44.00 m
 Receiver height : 25.50 / 25.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Smyth (day)

Source height = 1.50 m

ROAD (0.00 + 59.53 + 0.00) = 59.53 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -55 21 0.00 72.16 0.00 -8.88 -3.74 0.00 0.00 0.00 0.00 59.53

Segment Leq : 59.53 dBA

Results segment # 2: Alta Vista (day)

Source height = 1.50 m

ROAD (0.00 + 62.84 + 0.00) = 62.84 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 -4.67 0.00 0.00 0.00 0.00 0.00 62.84

Segment Leq : 62.84 dBA

Total Leq All Segments: 64.50 dBA

Results segment # 1: Smyth (night)

Source height = 1.50 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -55 21 0.00 64.56 0.00 -8.88 -3.74 0.00 0.00 0.00 0.00 51.93

Segment Leq : 51.93 dBA

GRADIENTWIND
ENGINEERS & SCIENTISTS

Results segment # 2: Alta Vista (night)

Source height = 1.50 m

ROAD (0.00 + 55.24 + 0.00) = 55.24 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	-4.67	0.00	0.00	0.00	0.00	55.24

Segment Leq : 55.24 dBA

Total Leq All Segments: 56.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.50
(NIGHT): 56.90

STAMSON 5.0 NORMAL REPORT Date: 03-12-2025 15:55:58
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

Road data, segment # 1: Alta Vista (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 # 1: Alta Vista (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 : 44.00 / 44.00 m
 Receiver height : 25.50 / 25.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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

Car traffic volume : 28336/2464 veh/TimePeriod *
 Medium truck volume : 2254/196 veh/TimePeriod *
 Heavy truck volume : 1610/140 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): 35000
 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: Smyth (day/night)

 Angle1 Angle2 : -42.00 deg 21.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 142.00 / 142.00 m
 Receiver height : 25.50 / 25.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Alta Vista (day)

Source height = 1.50 m

ROAD (0.00 + 62.84 + 0.00) = 62.84 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 -4.67 0.00 0.00 0.00 0.00 0.00 62.84

Segment Leq : 62.84 dBA

Results segment # 2: Smyth (day)

Source height = 1.50 m

ROAD (0.00 + 57.84 + 0.00) = 57.84 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -42 21 0.00 72.16 0.00 -9.76 -4.56 0.00 0.00 0.00 0.00 57.84

Segment Leq : 57.84 dBA

Total Leq All Segments: 64.03 dBA

Results segment # 1: Alta Vista (night)

Source height = 1.50 m

ROAD (0.00 + 55.24 + 0.00) = 55.24 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 -4.67 0.00 0.00 0.00 0.00 0.00 55.24

Segment Leq : 55.24 dBA

Results segment # 2: Smyth (night)

Source height = 1.50 m

ROAD (0.00 + 50.24 + 0.00) = 50.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-42	21	0.00	64.56	0.00	-9.76	-4.56	0.00	0.00	0.00	50.24

Segment Leq : 50.24 dBA

Total Leq All Segments: 56.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.03
(NIGHT): 56.43

STAMSON 5.0 NORMAL REPORT Date: 03-12-2025 16:04:13
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

Rail data, segment # 1: Via 1 (day/night)

Train Type	! Trains	! Speed !# loc	!# Cars	Eng	!Cont
	!	!(km/h)	!/Train	!/Train	!weld
1.	! 24.0/1.0	! 50.0 ! 1.0	! 5.0	Diesel	! Yes

Data for Segment # 1: Via 1 (day/night)

Angle1 Angle2 : -22.00 deg -10.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 289.00 / 289.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

Results segment # 1: Via 1 (day)

LOCOMOTIVE ($0.00 \pm 33.56 \pm 0.00$) = 33.56 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-22	-10	0.41	63.45	-18.05	-11.83	0.00	0.00	0.00	33.56

WHEEL: $(0.00 \pm 21.87 \pm 0.00) \equiv 21.87$ dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-22	-10	0.51	53.12	-19.40	-11.85	0.00	0.00	0.00	21.87

Segment Leg : 33.84 dBA

Total Leg All Segments: 33.84 dBA

Results segment # 1: Via 1 (night)

LOCOMOTIVE (0.00 + 22.77 + 0.00) = 22.77 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-22	-10	0.41	52.66	-18.05	-11.83	0.00	0.00	0.00	22.77

WHEEL (0.00 + 11.07 + 0.00) = 11.07 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-22	-10	0.51	42.33	-19.40	-11.85	0.00	0.00	0.00	11.07

Segment Leq : 23.05 dBA

Total Leq All Segments: 23.05 dBA

Road data, segment # 1: Alta Vista (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 # 1: Alta Vista (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		:	37.00	/	37.00	m
Receiver height		:	7.50	/	7.50	m
Topography		:	1		(Flat/gentle slope; no barrier)	
Reference angle		:	0.00			

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

 Car traffic volume : 28336/2464 veh/TimePeriod *
 Medium truck volume : 2254/196 veh/TimePeriod *
 Heavy truck volume : 1610/140 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) : 35000
 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: Smyth (day/night)

 Angle1 Angle2 : -32.00 deg 23.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 162.00 / 162.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Alta Vista (day)

 Source height = 1.50 m

ROAD (0.00 + 63.59 + 0.00) = 63.59 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	-3.92	0.00	0.00	0.00	0.00	63.59

 Segment Leq : 63.59 dBA

Results segment # 2: Smyth (day)

Source height = 1.50 m

ROAD (0.00 + 56.68 + 0.00) = 56.68 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -32 23 0.00 72.16 0.00 -10.33 -5.15 0.00 0.00 0.00 0.00 56.68

Segment Leq : 56.68 dBA

Total Leq All Segments: 64.40 dBA

Results segment # 1: Alta Vista (night)

Source height = 1.50 m

ROAD (0.00 + 55.99 + 0.00) = 55.99 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 -3.92 0.00 0.00 0.00 0.00 0.00 55.99

Segment Leq : 55.99 dBA

Results segment # 2: Smyth (night)

Source height = 1.50 m

ROAD (0.00 + 49.08 + 0.00) = 49.08 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -32 23 0.00 64.56 0.00 -10.33 -5.15 0.00 0.00 0.00 0.00 49.08

Segment Leq : 49.08 dBA

Total Leq All Segments: 56.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.40
 (NIGHT): 56.80

STAMSON 5.0 NORMAL REPORT Date: 03-12-2025 16:13:42
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

Rail data, segment # 1: Via 1 (day/night)

Train Type	! Trains	! Speed !# loc	!# Cars	Eng	!Cont
	!	!(km/h)	!/Train	!/Train	!weld
1.	! 24.0/1.0	! 50.0 ! 1.0	! 5.0	Diesel	! Yes

Data for Segment # 1: Via 1 (day/night)

Angle1 Angle2 : -36.00 deg -15.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 285.00 / 285.00 m
 Receiver height : 25.50 / 25.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

Results segment # 1: Via 1 (day)

LOCOMOTIVE ($0.00 \pm 41.33 \pm 0.00$) = 41.33 dBA

Angle1 Angle2 Alpha RefLeg D.Adi F.Adi W.Adi H.Adi B.Adi SubLeg

-36 -15 0 00 63 45 -12 79 -9 33 0 00 0 00 0 00 41 33

WHEEL: $(0.00 \pm 31.00 \pm 0.00) \equiv 31.00$ dBA

Angle1 Angle2 Alpha RefLeg D.Adi F.Adi W.Adi H.Adi B.Adi SubLeg

-36 -15 0 00 53 12 -12 79 -9 33 0 00 0 00 0 00 31 00

Segment Leg : 41.71 dBA

Total Leg All Segments: 41.71 dBA

Results segment # 1: Via 1 (night)

LOCOMOTIVE (0.00 + 30.54 + 0.00) = 30.54 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-36	-15	0.00	52.66	-12.79	-9.33	0.00	0.00	0.00	30.54

WHEEL (0.00 + 20.21 + 0.00) = 20.21 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-36	-15	0.00	42.33	-12.79	-9.33	0.00	0.00	0.00	20.21

Segment Leq : 30.92 dBA

Total Leq All Segments: 30.92 dBA

Road data, segment # 1: Alta Vista (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 # 1: Alta Vista (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		:	38.00 / 38.00	m
Receiver height		:	25.50 / 255.00	m
Topography		:	1	(Flat/gentle slope; no barrier)
Reference angle		:	0.00	

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

 Car traffic volume : 28336/2464 veh/TimePeriod *
 Medium truck volume : 2254/196 veh/TimePeriod *
 Heavy truck volume : 1610/140 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) : 35000
 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: Smyth (day/night)

 Angle1 Angle2 : -23.00 deg 29.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 174.00 / 174.00 m
 Receiver height : 25.50 / 25.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Alta Vista (day)

 Source height = 1.50 m

ROAD (0.00 + 63.47 + 0.00) = 63.47 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 -4.04 0.00 0.00 0.00 0.00 0.00 63.47

Segment Leq : 63.47 dBA

Results segment # 2: Smyth (day)

Source height = 1.50 m

ROAD (0.00 + 56.12 + 0.00) = 56.12 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -23 29 0.00 72.16 0.00 -10.64 -5.39 0.00 0.00 0.00 0.00 56.12

Segment Leq : 56.12 dBA

Total Leq All Segments: 64.20 dBA

Results segment # 1: Alta Vista (night)

Source height = 1.50 m

ROAD (0.00 + 55.87 + 0.00) = 55.87 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 -4.04 0.00 0.00 0.00 0.00 0.00 55.87

Segment Leq : 55.87 dBA

Results segment # 2: Smyth (night)

Source height = 1.50 m

ROAD (0.00 + 48.53 + 0.00) = 48.53 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -23 29 0.00 64.56 0.00 -10.64 -5.39 0.00 0.00 0.00 0.00 48.53

Segment Leq : 48.53 dBA

Total Leq All Segments: 56.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.23
 (NIGHT): 56.62

STAMSON 5.0 NORMAL REPORT Date: 03-12-2025 16:17:38
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

Rail data, segment # 1: Via 2 (day/night)

Train Type	! Trains	! Speed !# loc !# Cars	Eng	!Cont
	!	!(km/h) !/Train !/Train	! type	!weld
1.	! 24.0/1.0	! 50.0 ! 1.0 ! 5.0	! Diesel	! Yes

Data for Segment # 1: Via 2 (day/night)

Angle1 Angle2 : -45.00 deg -25.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 268.00 / 268.00 m
 Receiver height : 16.50 / 16.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

Results segment # 1: Via 2 (day)

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	-25	0.14	63.45	-14.21	-9.66	0.00	0.00	0.00	39.57

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	-25	0.24	53.12	-15.53	-9.76	0.00	0.00	0.00	27.84

Segment Leg : 39.85 dBA

Total Leg All Segments: 39.85 dBA

Results segment # 1: Via 2 (night)

LOCOMOTIVE (0.00 + 28.78 + 0.00) = 28.78 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	-25	0.14	52.66	-14.21	-9.66	0.00	0.00	0.00	28.78

WHEEL (0.00 + 17.04 + 0.00) = 17.04 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	-25	0.24	42.33	-15.53	-9.76	0.00	0.00	0.00	17.04

Segment Leq : 29.06 dBA

Total Leq All Segments: 29.06 dBA

Road data, segment # 1: Alta Vista (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 # 1: Alta Vista (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		:	33.00 / 33.00	m
Receiver height		:	16.50 / 16.50	m
Topography		:	1	(Flat/gentle slope; no barrier)
Reference angle		:	0.00	

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

 Car traffic volume : 28336/2464 veh/TimePeriod *
 Medium truck volume : 2254/196 veh/TimePeriod *
 Heavy truck volume : 1610/140 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) : 35000
 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: Smyth (day/night)

 Angle1 Angle2 : -25.00 deg 19.00 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 : 16.50 / 16.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Alta Vista (day)

 Source height = 1.50 m

ROAD (0.00 + 64.09 + 0.00) = 64.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.51	0.00	-3.42	0.00	0.00	0.00	0.00	64.09

 Segment Leq : 64.09 dBA

Results segment # 2: Smyth (day)

Source height = 1.50 m

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -25 19 0.00 72.16 0.00 -11.16 -6.12 0.00 0.00 0.00 0.00 54.88

Segment Leq : 54.88 dBA

Total Leq All Segments: 64.58 dBA

Results segment # 1: Alta Vista (night)

Source height = 1.50 m

ROAD (0.00 + 56.49 + 0.00) = 56.49 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.00 59.91 0.00 -3.42 0.00 0.00 0.00 0.00 0.00 56.49

Segment Leq : 56.49 dBA

Results segment # 2: Smyth (night)

Source height = 1.50 m

ROAD (0.00 + 47.28 + 0.00) = 47.28 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -25 19 0.00 64.56 0.00 -11.16 -6.12 0.00 0.00 0.00 0.00 47.28

Segment Leq : 47.28 dBA

Total Leq All Segments: 56.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.60
 (NIGHT): 56.99

STAMSON 5.0 NORMAL REPORT Date: 03-12-2025 16:26:24
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

Rail data, segment # 1: Via (day/night)

Train Type	! Trains	! Speed !# loc !# Cars	Eng	!Cont
	!	!(km/h) !/Train !/Train	! type	!weld
1.	! 24.0/1.0	! 50.0 ! 1.0 ! 5.0	! Diesel	! Yes

Data for Segment # 1: Via (day/night)

```

Angle1    Angle2      : -41.00 deg   90.00 deg
Wood depth          :      0          (No woods.)
No of house rows    :      0 / 0
Surface              :      1          (Absorptive ground surface)
Receiver source distance : 268.00 / 268.00 m
Receiver height       : 16.50 / 16.50 m
Topography            :      2          (Flat/gentle slope; with barrier)
No Whistle

Barrier angle1        : -41.00 deg   Angle2 : 90.00 deg
Barrier height         : 12.00 m
Barrier receiver distance : 97.00 / 97.00 m
Source elevation       : 0.00 m
Receiver elevation     : 0.00 m
Barrier elevation      : 0.00 m
Reference angle        : 0.00

```

Results segment # 1: Via (day)

Barrier height for grazing incidence

Source Height	(m)	! Receiver Height	(m)	! Barrier Height	(m)	! Elevation of Barrier Top	(m)
4.00	!	16.50	!	11.98	!	11.98	
0.50	!	16.50	!	10.71	!	10.71	

$$\text{LOCOMOTIVE } (0.00 + 44.55 + 0.00) = 44.55 \text{ dBA}$$

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-41	90	0.00	63.45	-12.52	-1.38	0.00	0.00	-5.00	44.55

WHEEL (0.00 + 33.73 + 0.00) = 33.73 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -41 90 0.00 53.12 -12.52 -1.38 0.00 0.00 -5.49 33.73

Segment Leq : 44.90 dBA

Total Leq All Segments: 44.90 dBA

Results segment # 1: Via (night)

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
4.00	16.50	11.98	11.98
0.50	16.50	10.71	10.71

LOCOMOTIVE (0.00 + 33.76 + 0.00) = 33.76 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -41 90 0.00 52.66 -12.52 -1.38 0.00 0.00 -5.00 33.76

WHEEL (0.00 + 22.94 + 0.00) = 22.94 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -41 90 0.00 42.33 -12.52 -1.38 0.00 0.00 -5.49 22.94

Segment Leq : 34.11 dBA

Total Leq All Segments: 34.11 dBA

Road data, segment # 1: Alta Vista (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 # 1: Alta Vista (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 : 38.00 / 38.00 m
 Receiver height : 16.50 / 16.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Alta Vista (day)

 Source height = 1.50 m

ROAD (0.00 + 60.79 + 0.00) = 60.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	7	0.00	67.51	0.00	-4.04	-2.69	0.00	0.00	0.00	60.79

 Segment Leq : 60.79 dBA

Total Leq All Segments: 60.79 dBA

GRADIENTWIND
ENGINEERS & SCIENTISTS

Results segment # 1: Alta Vista (night)

Source height = 1.50 m

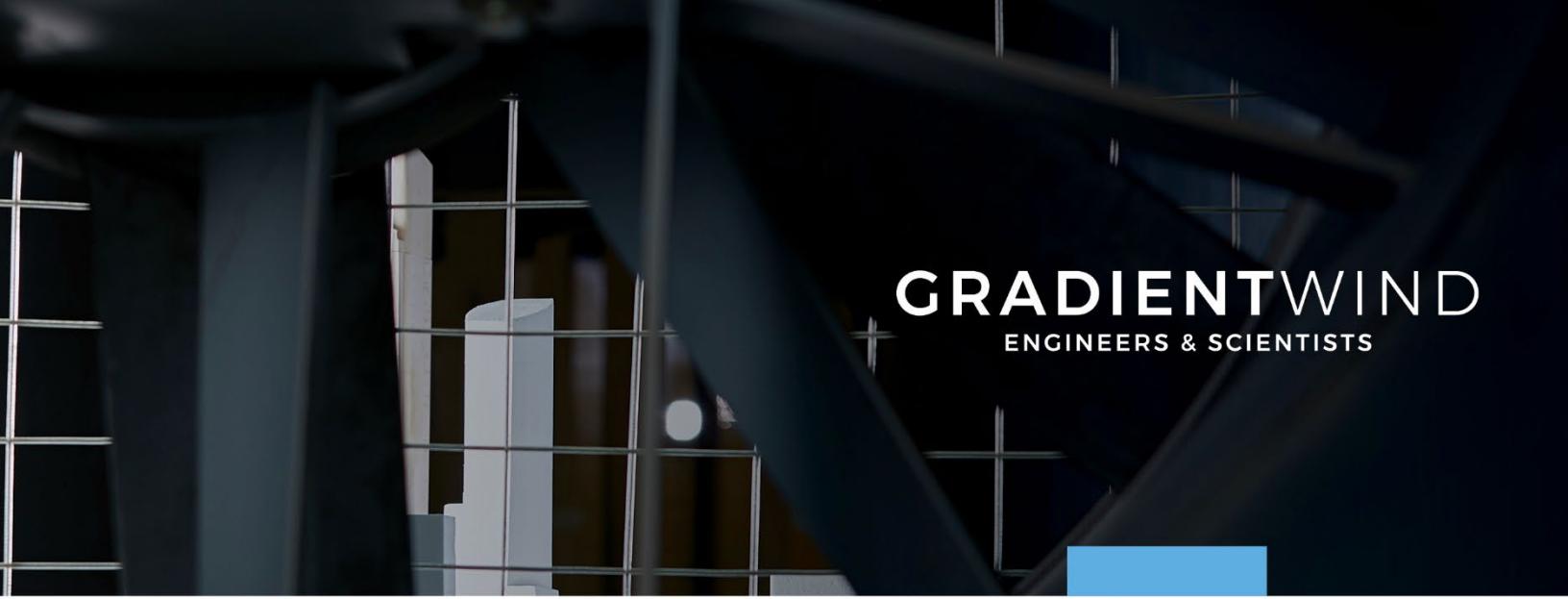
ROAD (0.00 + 53.19 + 0.00) = 53.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.ADJ	D.ADJ	F.ADJ	W.ADJ	H.ADJ	B.ADJ	SubLeq
-90	7	0.00	59.91	0.00	-4.04	-2.69	0.00	0.00	0.00	53.19

Segment Leq : 53.19 dBA

Total Leq All Segments: 53.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.90
(NIGHT): 53.24



GRADIENTWIND
ENGINEERS & SCIENTISTS



APPENDIX B

VIA RAIL CORRESPONDENCE



Montreal, November 26, 2025

BY E-MAIL
[\(sunny.kang@gradientwind.com\)](mailto:sunny.kang@gradientwind.com)

Sunny Kang
Gradient Wind Engineering Inc.
613-869-0677

Access to Information and Privacy
Office
3, Place Ville Marie, Suite 500
Montreal (Quebec) H3B 2C9
Fax: 514-874-0661

Email: Gabrielle_Caron@viarail.ca
Gabrielle Caron
① 514-207-0105

Object: Response to Access to Information Request # 25-2540 AI (D)

Dear Sunny Kang,

We write further to your request for access to information made under the *Access to Information Act* (“*ATIA*”) and received by VIA Rail Canada Inc. (“VIA Rail”) on November 25, 2025, for the following records/information:

“We wanted to reach out to request train speeds, train volumes, train types (Diesel or Electric), as well as the number of locomotives and cars per train for the Via Rail Corridor, specifically between Smyth Road and Hospital Link Road.”

The requested information is as follows:

Train speeds: Freight trains operate at approximately 30 mph, while passenger trains operate at approximately 35 mph in that section. Within the Corridor, speeds can reach up to 45 mph, but this typically occurs farther west of the area between Smyth Road and Hospital Link Road.

Train volumes: There are currently no freight trains operating in this area. Between 17 and 19 passenger trains run per day, depending on the day of the week. This number could increase to 28 trains per day if service to Fallowfield Station is resumed for arrivals and departures at that station.

More specifically, the number of trains per day is as follows:

- *Monday:* 8 westbound, 8 eastbound
- *Tuesday:* 8 westbound, 8 eastbound
- *Wednesday:* 8 westbound, 8 eastbound
- *Thursday:* 8 westbound, 9 eastbound
- *Friday:* 9 westbound, 8 eastbound
- *Saturday:* 6 westbound, 6 eastbound
- *Sunday:* 8 westbound, 8 eastbound

Train types: Diesel.

Train configuration: Most of our trains operating in the Corridor are Venture trainsets, typically configured with one locomotive and five cars. However, each day there are two eastbound trains and two westbound trains that operate with two locomotives and five cars.

Please be advised that you may file a complaint regarding the handling of your request with the *Information Commissioner of Canada*, in accordance with the requirements of section 31 of the *ATIA*, which reads as follows:

"31. A complaint under this Act shall be made to the Information Commissioner in writing unless the Commissioner authorizes otherwise. If the complaint relates to a request by a person for access to a record, it shall be made within sixty days after the day in which the person receives a notice of a refusal under section 7, is given to access to all or part of the record or, in any other case, becomes aware that grounds for the complaint exist."

Notice of complaint should be sent to the following address:

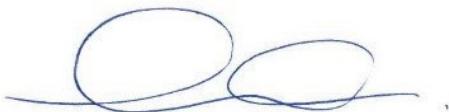
*Office of the Information Commissioner of Canada
30, Victoria Street
Gatineau (Quebec) K1A 1H3
E-mail: general@oic-ci.gc.ca*

Please note that you may also file a complaint online on the *Information Commissioner of Canada*'s website at the following address: <http://www.oic-ci.gc.ca/eng/lc-cj-logde-complaint-deposer-plainte.aspx>.

Before submitting a complaint pursuant to the *ATIA* to the *Information Commissioner of Canada*, you may contact us to obtain more information regarding the handling of your access to information request.

Trusting the whole to be in order, we remain at your disposal should you have any questions.

Best regards,



Gabrielle Caron
Access to Information and Privacy Coordinator
VIA Rail Canada Inc.