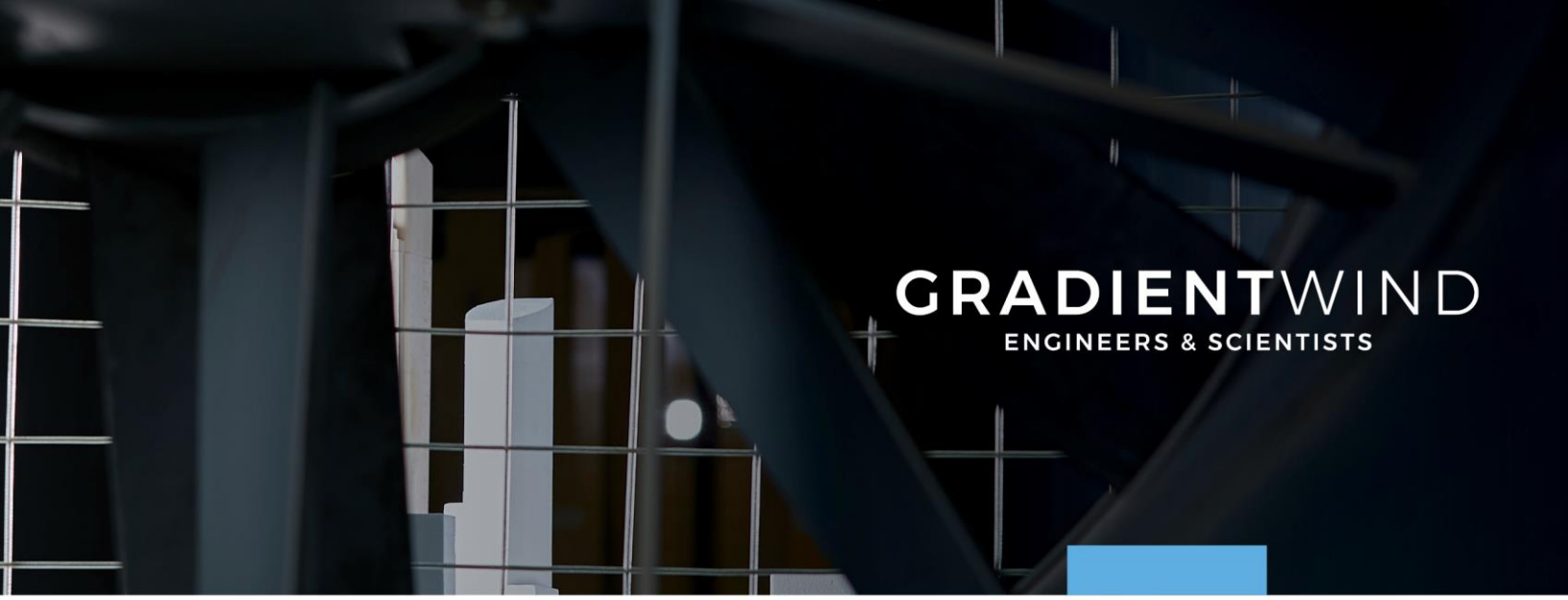
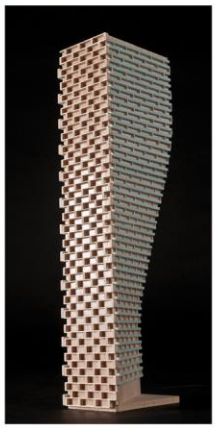


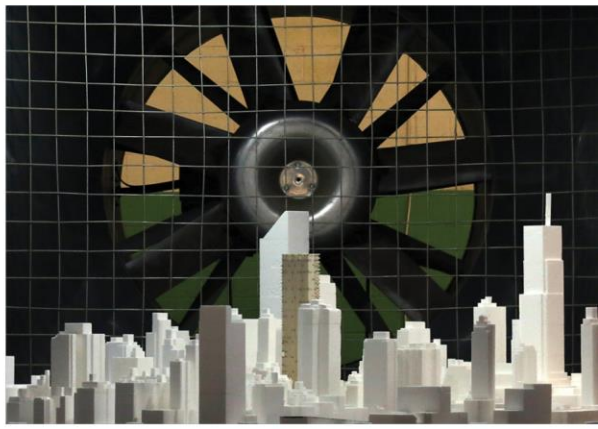
GRADIENTWIND
ENGINEERS & SCIENTISTS

ROADWAY TRAFFIC NOISE ASSESSMENT

800 Montreal Road
Ottawa, Ontario

REPORT: 20-249 – Traffic Noise





December 10, 2020

PREPARED FOR

Groupe Sovima
100 Lansdowne Street #201
St-Bruno-de-Montarville, Québec
J3V 3P8

PREPARED BY

Giuseppe Garro, MASc., Junior Environmental Scientist
Joshua Foster, P.Eng., Principal

127 WALGREEN ROAD, OTTAWA, ON, CANADA K0A 1L0 | 613 836 0934
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EXECUTIVE SUMMARY

This report describes a roadway traffic noise assessment undertaken in support of a Site Plan Control (SPA) application submission for a proposed mixed-use development located at 800 Montreal Road in Ottawa, Ontario. The proposed development comprises two buildings, an 8-storey building to the west (Phase 1) and a 4-storey building to the east (Phase 2). The primary sources of roadway traffic noise are Montreal Road and Den Haag Drive. 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) architectural drawings provided by NEUF Architectes in November 2020.

The results of the current analysis indicate that noise levels will range between 58 and 71 dBA during the daytime period (07:00-23:00) and between 53 and 63 dBA during the nighttime period (23:00-07:00). The highest noise level (71 dBA) occurs at the north façade of Phase 1, which is nearest and most exposed to Montreal Road. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA, as indicated in Figure 3.

Results of the calculations also indicate that Phase 1 and Phase 2 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 on all Lease, Purchase and Sale Agreements, as summarized in Section 6.

Noise levels at the at-grade amenity area (Receptor 8) are expected to approach 58 dBA during the daytime period, which slightly exceeds the ENCG noise criterion. Given the development layout, it is recommended that this area not be programmed for the "quiet" enjoyment of the outdoors as noise control measures are not considered feasible.

With regard to stationary noise impacts, a stationary noise study will be performed for the site during the detailed design once mechanical plans for the proposed buildings become available. This study would

assess impacts of stationary noise from rooftop mechanical units serving the proposed building on surrounding noise-sensitive areas. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below ENCG limits. Noise impacts can generally be minimized by judicious selection and placement of the equipment. By placing large pieces of equipment such as cooling towers, condensers, and air handling equipment on the roof or mechanical penthouse, the surrounding points of reception will likely be shielded by the building massing. Where necessary, noise screens and silencers can be placed into the design.

TABLE OF CONTENTS

1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Groupe Sovima to undertake a roadway traffic noise assessment in support of a Site Plan Control (SPA) application submission for a proposed mixed-use development located at 800 Montreal Road in Ottawa, Ontario. This report summarizes the methodology, results, and recommendations related to the assessment of exterior and interior noise levels generated by local roadway traffic.

Our work is based on theoretical noise calculation methods conforming to the City of Ottawa[1] and Ministry of the Environment, Conservation and Parks (MECP)[2] guidelines. Noise calculations were based on architectural drawings provided by NEUF Architectes in November 2020, with future traffic volumes corresponding to the City of Ottawa's Official Plan (OP) roadway classifications.

2. TERMS OF REFERENCE

The focus of this roadway traffic noise assessment is a proposed mixed-use development located at 800 Montreal Road in Ottawa, Ontario. The study site is located on a parcel of land bounded by Montreal Road to the north, LeBoutillier Avenue to the east and south, and Den Haag Drive to the west.

The proposed development comprises two buildings, known as Phase 1 and 2, situated on the west and east side of the site, respectively, including one level of shared, partially below-grade parking. Phase 1 comprises an 8-storey residential building with residential, lobby/amenity, and retail/leasable space at grade. The building rises with a 'U-shaped' planform opening to a shared grade-level courtyard at the east side. Levels 2 to 8 comprise residential units with protruding balconies. The floorplate sets back on Levels 3 and 4 to provide common outdoor amenity spaces. Building entrances are accessed on the north and south sides of the building. Phase 2 is proposed to comprise of 4-storeys with residential dwellings designated at each floor.

[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

Terraces extending less than 4 metres in depth from the façade do not require consideration as Outdoor Living Areas (OLA) as mentioned in the ENCG. The primary sources of roadway traffic noise are Montreal Road and Den Haag Drive. Figure 1 illustrates a complete site plan with surrounding context.

3. OBJECTIVES

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

4. METHODOLOGY

4.1 Background

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

4.2 Roadway Traffic Noise

4.2.1 Criteria for Roadway Traffic Noise

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

(that is relevant to this study) is 50, 45 and 40 dBA for retail, living rooms, and sleeping quarters respectively, for roadway as listed in Table 1.

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

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

Predicted noise levels at the plane of window (POW) dictate the action required to achieve the recommended sound levels. An open window is considered to provide a 10 dBA reduction in noise, while a standard closed window is capable of providing a minimum 20 dBA noise reduction[4]. A closed window due to a ventilation requirement will bring noise levels down to achieve an acceptable indoor environment[5]. Therefore, where noise levels exceed 55 dBA daytime and 50 dBA nighttime, the ventilation for the building should consider the need for having windows and doors closed, which triggers the need for forced air heating with provision for central air conditioning. Where noise levels exceed 65 dBA 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). An excess above the limit between 55 dBA and 60 dBA is acceptable only in cases where the required noise control measures are not feasible for technical, economic or administrative reasons.

[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] MOECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.8
[6] MOECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.1.3

4.2.2 Theoretical Roadway Noise Predictions

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

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

- Truck traffic on all roadways was taken to comprise 5% heavy trucks and 7% medium trucks, as per ENCG requirements for noise level predictions.
- The day/night split for all streets was taken to be 92%/8%, respectively.
- Ground surfaces were taken to be reflective due to the presence of hard (paved) ground at the Plane of Window (POW), as well as absorptive due to the presence of soft (lawn) ground at the Outdoor Living Area (OLA).
- Topography was assumed to be a flat/gentle slope surrounding the study building.
- For select sources where appropriate, receptors considered the proposed building(s) as a barrier partially or fully obstructing exposure to the source as illustrated by exposure angles in Figures 4 and 5.
- Noise receptors were strategically placed at 8 locations around the study area (see Figure 2).
- Receptor distances and exposure angles are illustrated in Figures 4 and 5.

4.2.3 Roadway Traffic Volumes

The ENCG dictates that noise calculations should consider future sound levels based on a roadway's classification at the mature state of development. Therefore, traffic volumes are based on the roadway classifications outlined in the City of Ottawa's Official Plan (OP) and Transportation Master Plan[7] which provide additional details on future roadway expansions. Average Annual Daily Traffic (AADT) volumes are then based on data in Table B1 of the ENCG for each roadway classification. Table 2 (below) summarizes the AADT values used for each roadway included in this assessment.

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

TABLE 2: ROADWAY TRAFFIC DATA

Segment	Roadway Traffic Data	Speed Limit (km/h)	Traffic Volumes
Montreal Road	4-Lane Urban Arterial Divided (4-UAD)	60	**35,000**
Den Haag Drive	2-Lane Urban Collector Undivided (2-UCU)	50	**8,000**

4.3 Indoor Noise Calculations

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

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

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

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

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

5. RESULTS AND DISCUSSION

5.1 Roadway Traffic Noise Levels

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

TABLE 3: EXTERIOR NOISE LEVELS DUE TO ROAD TRAFFIC

Receptor Number	Receptor Height Above Grade (m)	Receptor Location	STAMSON 5.04 Noise Level (dBA)	
			Day	Night
PHASE 1				
1	24.36	POW – 8th Floor – West Façade	69	61
2	24.36	POW – 8th Floor – North Façade	71	63
3	24.36	POW – 8th Floor – East Façade	68	60
4	24.36	POW – 8th Floor – East Façade	63	55
5	24.36	POW – 8th Floor – South Façade	61	53
PHASE 2				
6	10.5	POW – 4th Floor – East Façade	60	53
7	10.5	POW – 4th Floor – North Façade	66	58
OUTDOOR LIVING AREA				
8	1.5	OLA – At-Grade Amenity Area	58	N/A*

* Noise levels at OLAs during the nighttime are not considered as per ENCG

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

The results of the current analysis indicate that noise levels will range between 58 and 71 dBA during the daytime period (07:00-23:00) and between 53 and 63 dBA during the nighttime period (23:00-07:00). The highest noise level (71 dBA) occurs at the north façade of Phase 1, which is nearest and most exposed to Montreal Road.

Noise levels at the grade-level amenity area (Receptor 8) are expected to approach 58 dBA during the daytime period, which slightly exceeds the ENCG noise criterion. Given the development layout, it is recommended that this area not be programmed for the "quiet" enjoyment of the outdoors as noise control measures are not considered feasible.

5.2 Noise Control Measures

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

Phase 1:

- **Bedroom Windows**

(i) Bedroom windows facing west, north, and east will require a minimum STC of 34

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

- **Living Room Windows**

(i) Living room windows facing west, north, and east will require a minimum STC of 29

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

- **Retail Windows**

(i) Retail windows facing west, north, and east will require a minimum STC of 24

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

Exterior Walls

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

Phase 2:

- **Bedroom Windows**

(i) Bedroom windows facing north will require a minimum STC of 30

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

- **Living Room Windows**

(i) Living room windows facing north will require a minimum STC of 25

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

- **Exterior Walls**

(i) Exterior wall components on the north façades will require a minimum STC of 45, which will be achieved with brick cladding or an acoustical equivalent according to NRC test data[11]

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

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

Results of the calculations also indicate that Phase 1 and Phase 2 will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, Warning Clauses will also be required in all Lease, Purchase and Sale Agreements, as summarized in Section 6.

6. CONCLUSIONS AND RECOMMENDATIONS

The results of the current analysis indicate that noise levels will range between 58 and 71 dBA during the daytime period (07:00-23:00) and between 53 and 63 dBA during the nighttime period (23:00-07:00). The highest noise level (71 dBA) occurs at the north façade of Phase 1, which is nearest and most exposed to Montreal Road. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA, as indicated in Figure 3.

Results of the calculations also indicate that Phase 1 and Phase 2 will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. The following Warning Clause[12] will also be required be placed on all Lease, Purchase and Sale Agreements, as summarized below:

Phase 1:

> *"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing roadway traffic may, on occasion, interfere with some activities of the dwelling occupants, as the sound levels exceed the sound level limits of the City and the Ministry of the Environment, Conservation and Parks. To help address the need for sound attenuation, this development includes:*
>
> - *STC rated multi-pane glazing elements*
> - *West, north, and east façade bedroom/living room/retail: STC 34/29/24*
> - *STC rated exterior walls*

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

- *West, north, and east façade: STC 45*

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

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

Phase 2:

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

- *STC rated multi-pane glazing elements*
  - *North façade bedroom/living room: STC 30/25*
- *STC rated exterior walls*
  - *North façade: STC 45*

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

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

Noise levels at the at-grade amenity area (Receptor 8) are expected to approach 58 dBA during the daytime period, which slightly exceeds the ENCG noise criterion. Given the development layout, it is recommended that this area not be programmed for the "quiet" enjoyment of the outdoors as noise control measures are not considered feasible.

With regard to stationary noise impacts, a stationary noise study will be performed for the site during the detailed design once mechanical plans for the proposed buildings become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed building on surrounding noise-sensitive areas. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below ENCG limits. Noise impacts can generally be minimized by judicious selection and placement of the equipment. By placing large pieces of equipment such as cooling towers, condensers, and air handling equipment on the roof or mechanical penthouse, the surrounding points of reception will likely be shielded by the building massing. Where necessary, noise screens and silencers can be placed into the design.

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.

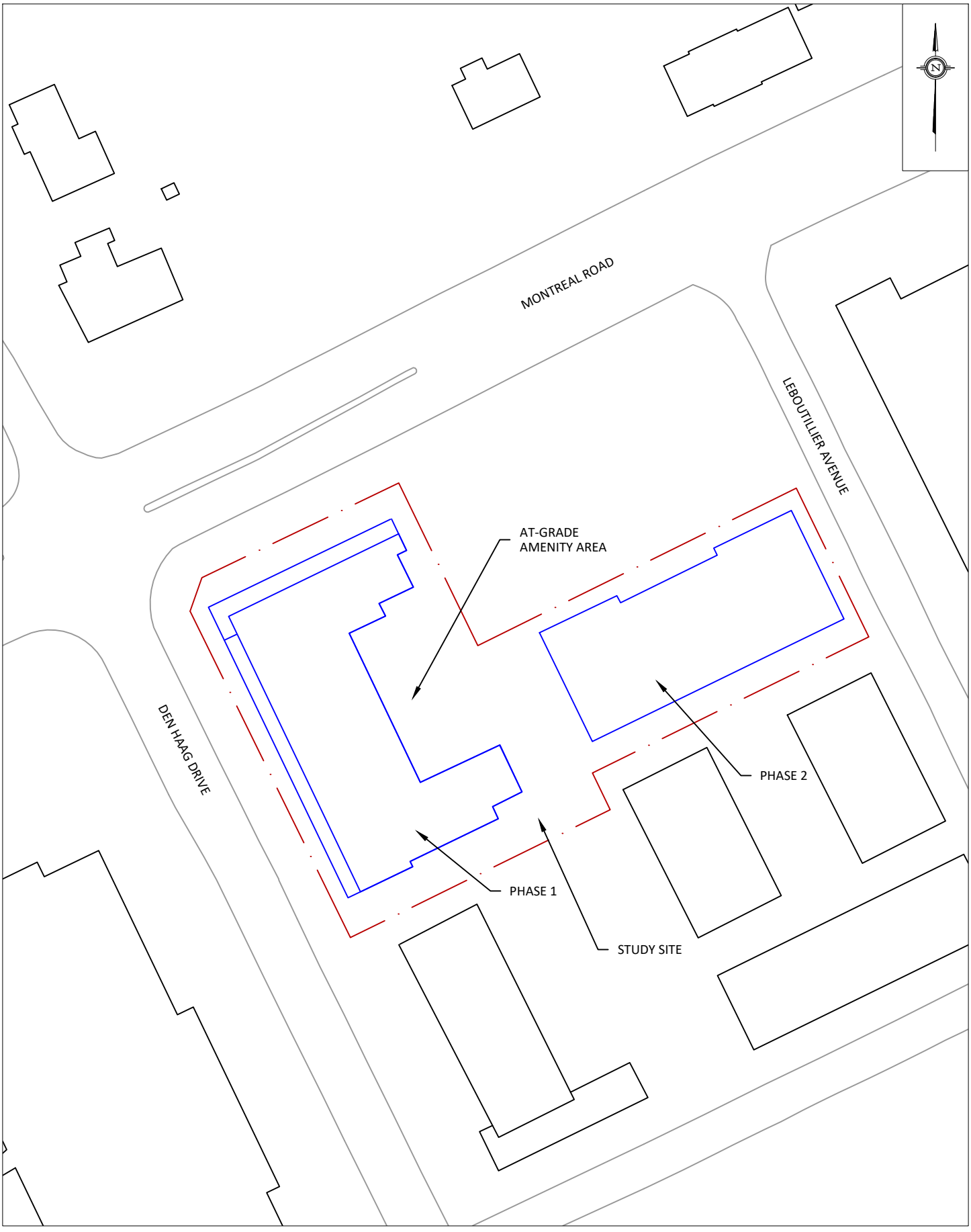
Sincerely,

Gradient Wind Engineering Inc.

Giuseppe Garro, MASc.
Junior Environmental Scientist

Joshua Foster, P.Eng.
Principal

Gradient Wind File #20-249-Traffic Noise



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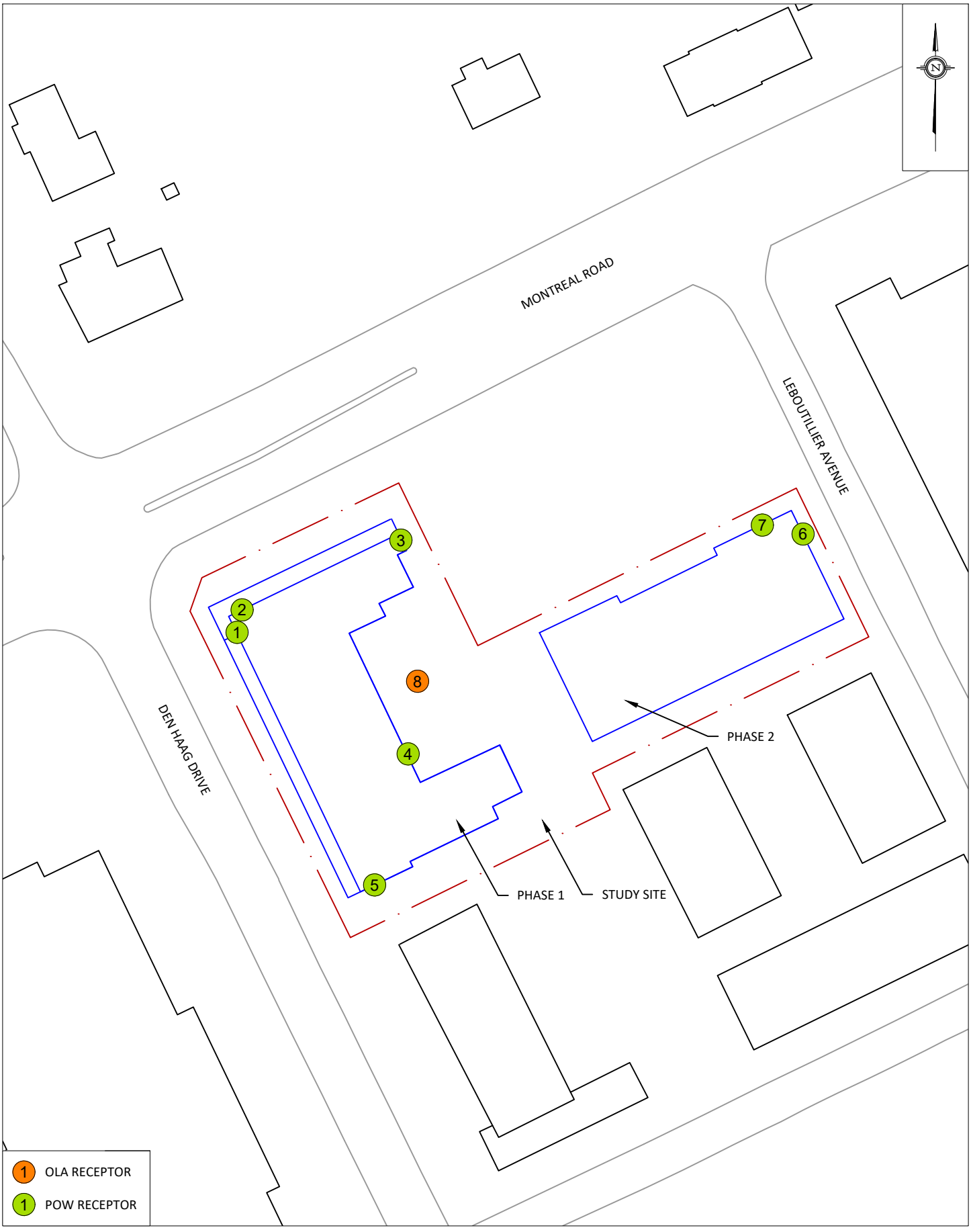
PROJECT	800 MONTREAL ROAD, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT
SCALE	1:1000 (APPROX.)
DRAWING NO.	GW20-249-1
DATE	NOVEMBER 25, 2020
DRAWN BY	G.G.

DESCRIPTION

FIGURE 1:
SITE PLAN AND SURROUNDING CONTEXT



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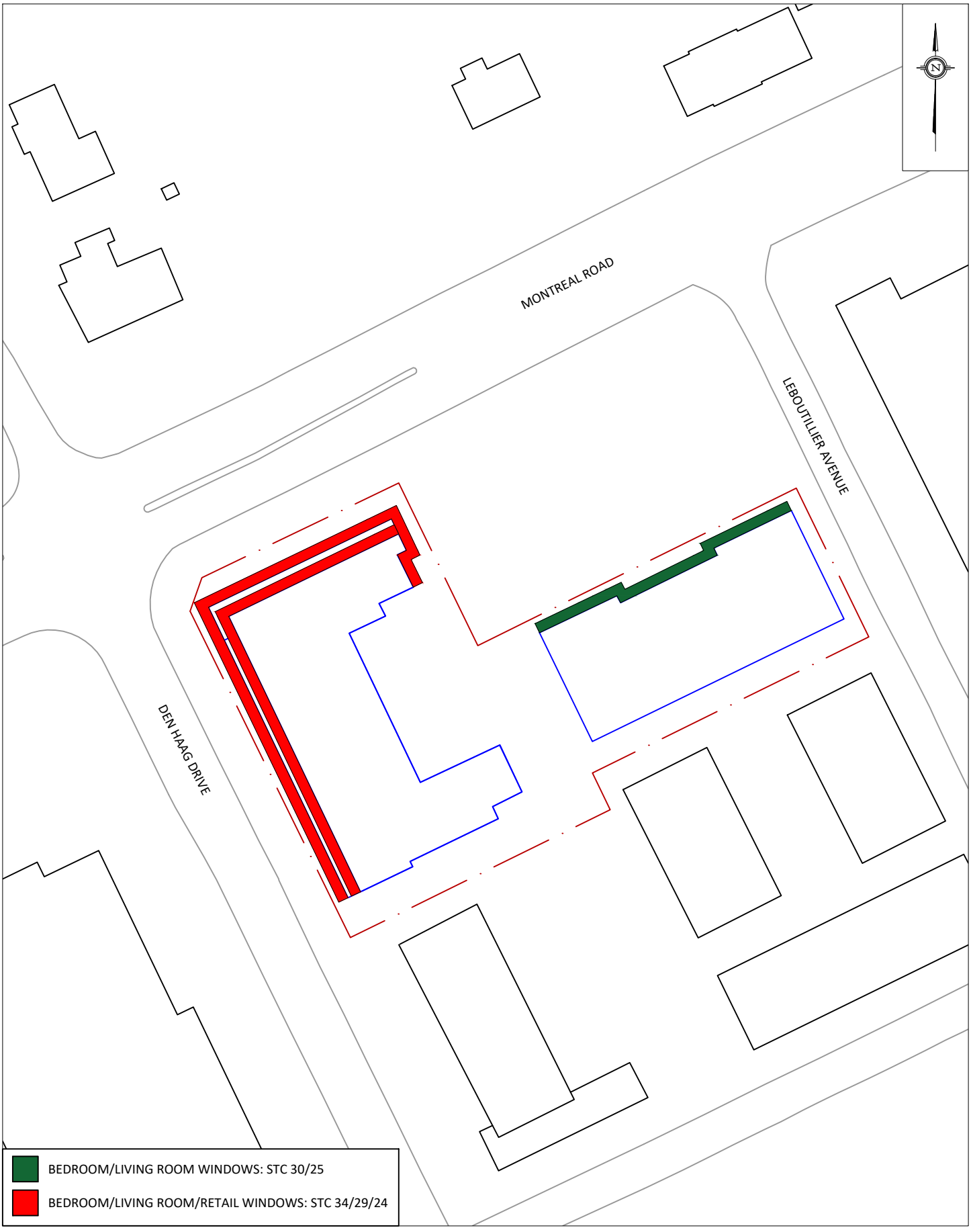
PROJECT	800 MONTREAL ROAD, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT
SCALE	1:1000 (APPROX.)
DRAWING NO.	GW20-249-2
DATE	NOVEMBER 25, 2020
DRAWN BY	G.G.

DESCRIPTION

FIGURE 2:
RECEPTOR LOCATIONS



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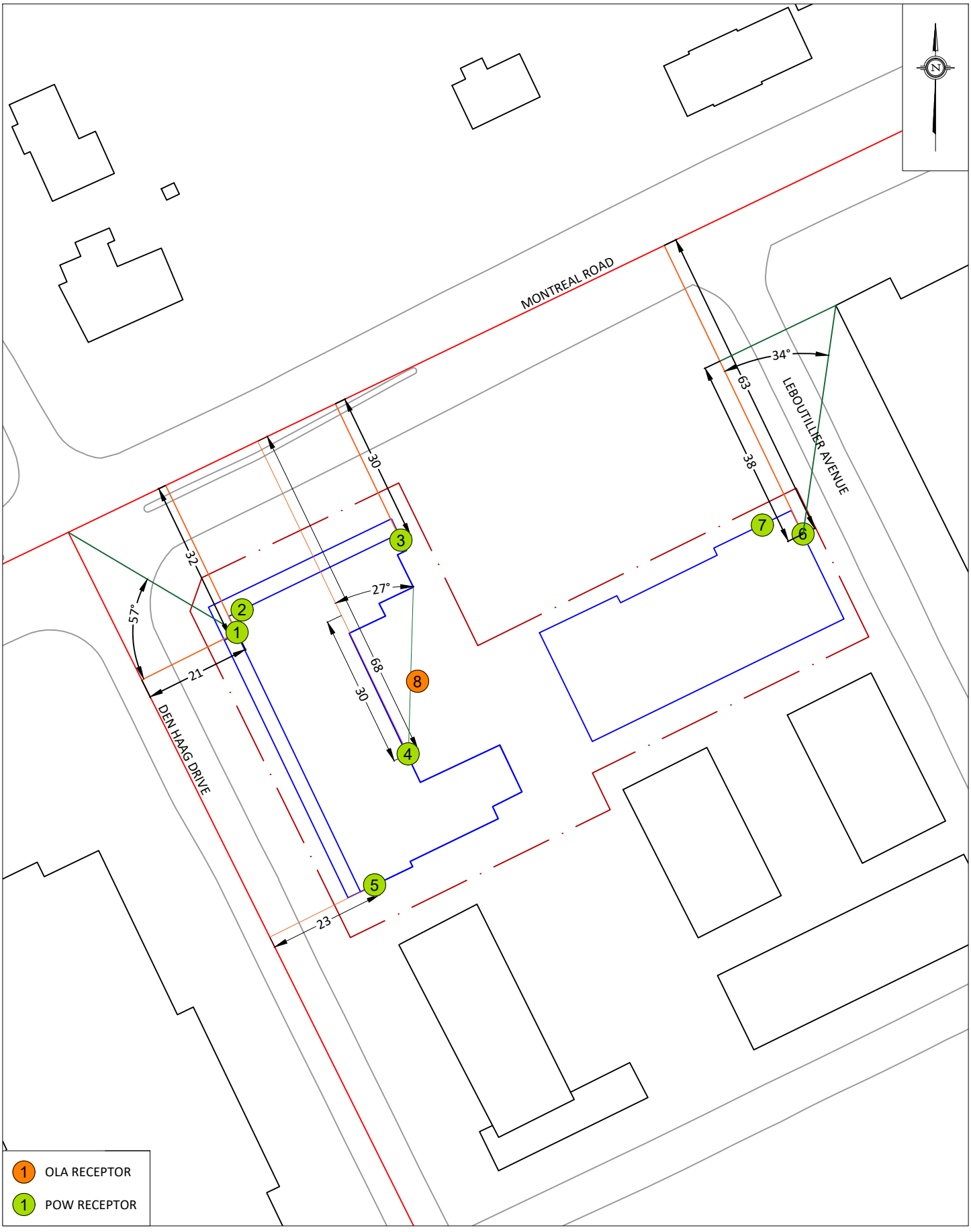
PROJECT	800 MONTREAL ROAD, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT		DESCRIPTION
SCALE	1:1000 (APPROX.)	DRAWING NO.	GW20-249-3
DATE	NOVEMBER 25, 2020	DRAWN BY	G.G.

FIGURE 3:
WINDOW STC REQUIREMENTS



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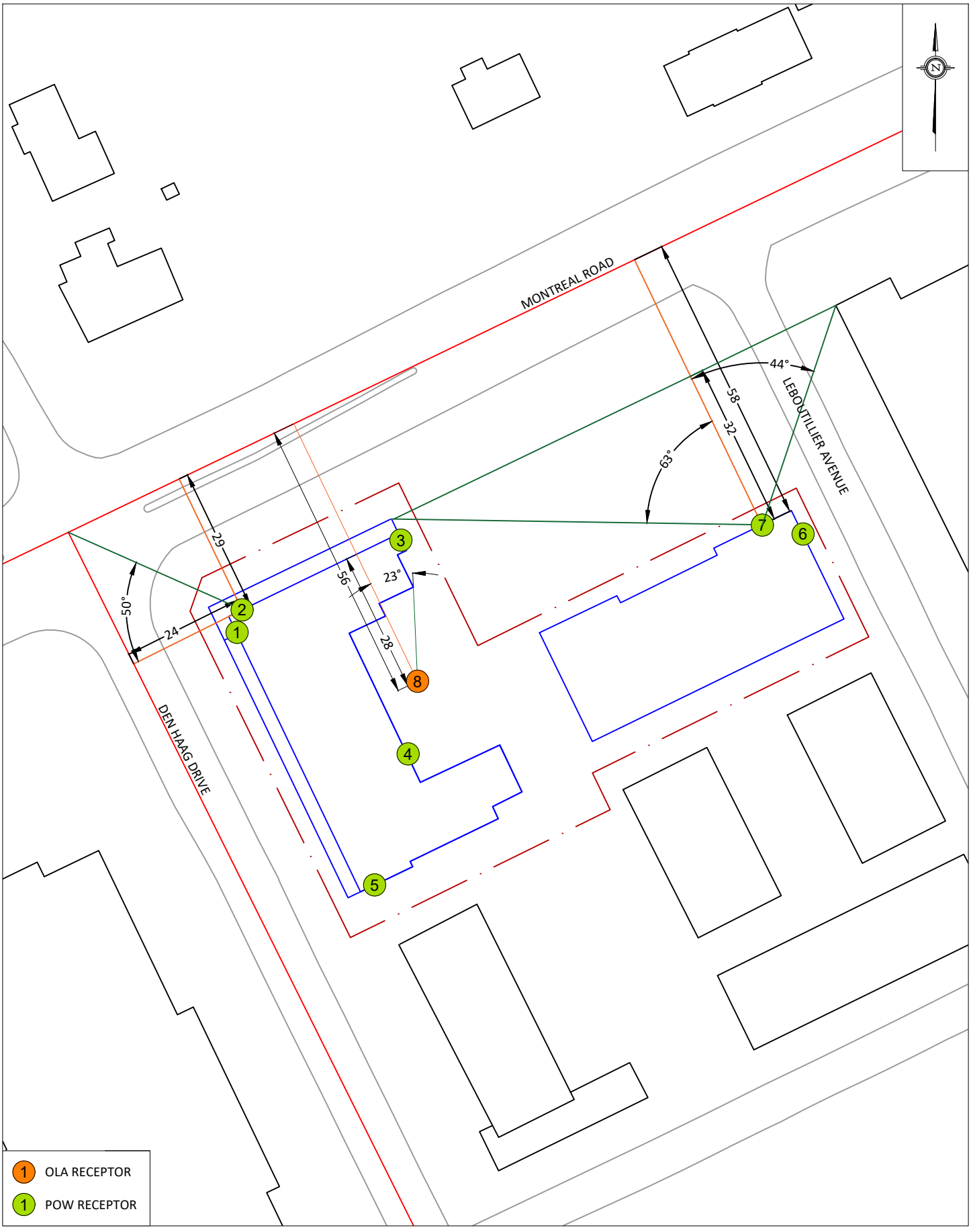
PROJECT	800 MONTREAL ROAD, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT
SCALE	1:1000 (APPROX.)
DRAWING NO.	GW20-249-4
DATE	NOVEMBER 25, 2020
DRAWN BY	G.G.

DESCRIPTION

FIGURE 4:
RECEPTOR 1, 3-6 STAMSON INPUT PARAMETERS



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PROJECT	800 MONTREAL ROAD, OTTAWA ROADWAY TRAFFIC NOISE ASSESSMENT
SCALE	1:1000 (APPROX.)
DRAWING NO.	GW20-249-5
DATE	NOVEMBER 25, 2020
DRAWN BY	G.G.

DESCRIPTION

FIGURE 5:
RECEPTOR 2, 7, 8 STAMSON INPUT PARAMETERS

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: 26-11-2020 15:13:15
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: MONTREAL RD (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  :    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):  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: MONTREAL RD (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  :  32.00 / 32.00  m
Receiver height           :  24.36 / 24.36  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 2: DEN HAGG (day/night)
--------------------------------------------
Car traffic volume  :  6477/563   veh/TimePeriod  *
Medium truck volume :   515/45    veh/TimePeriod  *
Heavy truck volume  :   368/32    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
```

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

Data for Segment # 2: DEN HAGG (day/night)
-------------------------------------------
Angle1   Angle2           : -90.00 deg   57.00 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           :  24.36 / 24.36  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: MONTREAL RD (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 67.38 + 0.00) = 67.38 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90      0   0.00  73.68   0.00  -3.29  -3.01   0.00   0.00   0.00
67.38
-------------------------------------------------------------------------------
--

Segment Leq : 67.38 dBA

Results segment # 2: DEN HAGG (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 63.41 + 0.00) = 63.41 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     57   0.00  65.75   0.00  -1.46  -0.88   0.00   0.00   0.00
63.41
-------------------------------------------------------------------------------
--

Segment Leq : 63.41 dBA

Total Leq All Segments: 68.84 dBA
```

```
Results segment # 1: MONTREAL RD (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 59.78 + 0.00) = 59.78 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90      0   0.00  66.08   0.00  -3.29  -3.01   0.00   0.00   0.00
59.78
-------------------------------------------------------------------------
--

Segment Leq : 59.78 dBA

Results segment # 2: DEN HAGG (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 55.82 + 0.00) = 55.82 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90     57   0.00  58.16   0.00  -1.46  -0.88   0.00   0.00   0.00
55.82
-------------------------------------------------------------------------
--

Segment Leq : 55.82 dBA

Total Leq All Segments: 61.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.84
                           (NIGHT): 61.25
```

```
STAMSON 5.0        NORMAL REPORT        Date: 26-11-2020 15:13:23
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: MONTREAL RD (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  :    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):  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: MONTREAL RD (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  :  29.00 / 29.00  m
Receiver height           :  24.36 / 24.36  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 2: DEN HAGG (day/night)
--------------------------------------------
Car traffic volume  :  6477/563   veh/TimePeriod  *
Medium truck volume :   515/45    veh/TimePeriod  *
Heavy truck volume  :   368/32    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
```

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

Data for Segment # 2: DEN HAGG (day/night)
-------------------------------------------
Angle1   Angle2           :   0.00 deg   50.00 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           :  24.36 / 24.36  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: MONTREAL RD (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 70.81 + 0.00) = 70.81 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90     90   0.00  73.68   0.00  -2.86   0.00   0.00   0.00   0.00
70.81
-------------------------------------------------------------------------------
--

Segment Leq : 70.81 dBA

Results segment # 2: DEN HAGG (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 58.15 + 0.00) = 58.15 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     0     50   0.00  65.75   0.00  -2.04  -5.56   0.00   0.00   0.00
58.15
-------------------------------------------------------------------------------
--

Segment Leq : 58.15 dBA

Total Leq All Segments: 71.04 dBA
```

```
Results segment # 1: MONTREAL RD (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 63.22 + 0.00) = 63.22 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90     90   0.00  66.08   0.00  -2.86   0.00   0.00   0.00   0.00
63.22
-------------------------------------------------------------------------
--

Segment Leq : 63.22 dBA

Results segment # 2: DEN HAGG (night)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 50.55 + 0.00) = 50.55 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
     0     50   0.00  58.16   0.00  -2.04  -5.56   0.00   0.00   0.00
50.55
-------------------------------------------------------------------------
--

Segment Leq : 50.55 dBA

Total Leq All Segments: 63.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.04
                           (NIGHT): 63.45
```

```
STAMSON 5.0        NORMAL REPORT        Date: 26-11-2020 15:13:32
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: MONTREAL RD (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  :    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):  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: MONTREAL RD (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  :  30.00 / 30.00  m
Receiver height           :  24.36 / 24.36  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: MONTREAL RD (day)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 67.66 + 0.00) = 67.66 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     0     90   0.00  73.68   0.00  -3.01  -3.01   0.00   0.00   0.00
67.66
-------------------------------------------------------------------------------
--
```

```
Segment Leq : 67.66 dBA

Total Leq All Segments: 67.66 dBA

Results segment # 1: MONTREAL RD (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 60.06 + 0.00) = 60.06 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
     0     90   0.00  66.08   0.00  -3.01  -3.01   0.00   0.00   0.00
60.06
-------------------------------------------------------------------------
--

Segment Leq : 60.06 dBA

Total Leq All Segments: 60.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.66
                           (NIGHT): 60.06
```

```
STAMSON 5.0        NORMAL REPORT        Date: 26-11-2020 15:13:40
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: MONTREAL RD (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  :    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):  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: MONTREAL RD (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  :  68.00 / 68.00  m
Receiver height           :  24.36 / 24.36  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   0.00 deg   Angle2 : 27.00 deg
Barrier height            :  26.50 m
Barrier receiver distance :  30.00 / 30.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Results segment # 1: MONTREAL RD (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 !       24.36 !       14.27 !        14.27

ROAD (0.00 + 38.87 + 62.55) = 62.57 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
     0     27   0.00  73.68   0.00  -6.56  -8.24   0.00   0.00 -20.00
38.87
-------------------------------------------------------------------------
--
    27     90   0.00  73.68   0.00  -6.56  -4.56   0.00   0.00   0.00
62.55
-------------------------------------------------------------------------
--

Segment Leq : 62.57 dBA

Total Leq All Segments: 62.57 dBA

Results segment # 1: MONTREAL RD (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 !       24.36 !       14.27 !        14.27

ROAD (0.00 + 31.28 + 54.96) = 54.97 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
     0     27   0.00  66.08   0.00  -6.56  -8.24   0.00   0.00 -20.00
31.28
-------------------------------------------------------------------------
--
    27     90   0.00  66.08   0.00  -6.56  -4.56   0.00   0.00   0.00
54.96
-------------------------------------------------------------------------
Segment Leq : 54.97 dBA

Total Leq All Segments: 54.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.57
                           (NIGHT): 54.97
```

```
STAMSON 5.0        NORMAL REPORT        Date: 26-11-2020 15:13:50
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: DEN HAAG (day/night)
----------------------------------------------
Car traffic volume  :  6477/563   veh/TimePeriod  *
Medium truck volume :   515/45    veh/TimePeriod  *
Heavy truck volume  :   368/32    veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

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

Data for Segment # 1: DEN HAAG (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  :  23.00 / 23.00  m
Receiver height           :  24.36 / 24.36  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: DEN HAAG (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 60.88 + 0.00) = 60.88 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90      0   0.00  65.75   0.00  -1.86  -3.01   0.00   0.00   0.00
60.88
-------------------------------------------------------------------------------
--
```

```
Segment Leq : 60.88 dBA

Total Leq All Segments: 60.88 dBA

Results segment # 1: DEN HAAG (night)
-------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.29 + 0.00) = 53.29 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90      0   0.00  58.16   0.00  -1.86  -3.01   0.00   0.00   0.00
53.29
-------------------------------------------------------------------------------
--

Segment Leq : 53.29 dBA

Total Leq All Segments: 53.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.88
                           (NIGHT): 53.29
```

```
STAMSON 5.0        NORMAL REPORT        Date: 27-11-2020 15:01:49
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: MONTREAL RD (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  :    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):  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: MONTREAL RD (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  :  63.00 / 63.00  m
Receiver height           :  10.50 / 10.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  34.00 deg   Angle2 : 90.00 deg
Barrier height            :  24.00 m
Barrier receiver distance :  38.00 / 38.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Results segment # 1: MONTREAL RD (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 !       10.50 !        5.07 !         5.07

ROAD (60.21 + 44.11 + 0.00) = 60.31 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
     0     34   0.00  73.68   0.00  -6.23  -7.24   0.00   0.00   0.00
60.21
-------------------------------------------------------------------------
--
    34     90   0.00  73.68   0.00  -6.23  -5.07   0.00   0.00 -18.26
44.11
-------------------------------------------------------------------------
--

Segment Leq : 60.31 dBA

Total Leq All Segments: 60.31 dBA

Results segment # 1: MONTREAL RD (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 !       10.50 !        5.07 !         5.07

ROAD (52.61 + 36.51 + 0.00) = 52.71 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
     0     34   0.00  66.08   0.00  -6.23  -7.24   0.00   0.00   0.00
52.61
-------------------------------------------------------------------------
--
    34     90   0.00  66.08   0.00  -6.23  -5.07   0.00   0.00 -18.26
36.51
-------------------------------------------------------------------------
Segment Leq : 52.71 dBA

Total Leq All Segments: 52.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.31
                           (NIGHT): 52.71
```

```
STAMSON 5.0        NORMAL REPORT        Date: 27-11-2020 15:05:44
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: MONTREAL RD (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  :    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):  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: MONTREAL RD (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  :  58.00 / 58.00  m
Receiver height           :  10.50 / 10.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -63.00 deg
Barrier height            :  26.50 m
Barrier receiver distance :  32.00 / 32.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Road data, segment # 2: Montreal Rd (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  :    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):  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: Montreal Rd (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  :  58.00 / 58.00  m
Receiver height           :  10.50 / 10.50  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  44.00 deg   Angle2 : 90.00 deg
Barrier height            :  24.00 m
Barrier receiver distance :  32.00 / 32.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Results segment # 1: MONTREAL RD (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 !       10.50 !        5.53 !         5.53

ROAD (0.00 + 42.11 + 63.24) = 63.28 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
   -90    -63   0.00  73.68   0.00  -5.87  -8.24   0.00   0.00 -17.45
42.11
-------------------------------------------------------------------------------
--
   -63      0   0.00  73.68   0.00  -5.87  -4.56   0.00   0.00   0.00
63.24
-------------------------------------------------------------------------------
--
```

```
Segment Leq : 63.28 dBA

Results segment # 2: Montreal Rd (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 !       10.50 !        5.53 !         5.53

ROAD (61.68 + 43.90 + 0.00) = 61.76 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
     0     44   0.00  73.68   0.00  -5.87  -6.12   0.00   0.00   0.00
61.68
-------------------------------------------------------------------------------
--
    44     90   0.00  73.68   0.00  -5.87  -5.93   0.00   0.00 -17.98
43.90
-------------------------------------------------------------------------------
--

Segment Leq : 61.76 dBA

Total Leq All Segments: 65.60 dBA

Results segment # 1: MONTREAL RD (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 !       10.50 !        5.53 !         5.53

ROAD (0.00 + 34.52 + 55.65) = 55.68 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
--
```

```
   -90    -63   0.00  66.08   0.00  -5.87  -8.24   0.00   0.00 -17.45
34.52
-------------------------------------------------------------------------
--
   -63      0   0.00  66.08   0.00  -5.87  -4.56   0.00   0.00   0.00
55.65
-------------------------------------------------------------------------
--

Segment Leq : 55.68 dBA

Results segment # 2: Montreal Rd (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 !       10.50 !        5.53 !         5.53

ROAD (54.09 + 36.30 + 0.00) = 54.16 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
     0     44   0.00  66.08   0.00  -5.87  -6.12   0.00   0.00   0.00
54.09
-------------------------------------------------------------------------
--
    44     90   0.00  66.08   0.00  -5.87  -5.93   0.00   0.00 -17.98
36.30
-------------------------------------------------------------------------
--

Segment Leq : 54.16 dBA

Total Leq All Segments: 58.00 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.60
                           (NIGHT): 58.00
```

```
STAMSON 5.0        NORMAL REPORT        Date: 26-11-2020 15:14:21
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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


Road data, segment # 1: MONTREAL RD (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  :    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):  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: MONTREAL RD (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  :  56.00 / 56.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 23.00 deg
Barrier height            :  26.50 m
Barrier receiver distance :  28.00 / 28.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Results segment # 1: MONTREAL RD (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 !         1.50 !         1.50 !          1.50

ROAD (0.00 + 46.47 + 57.83) = 58.14 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90     23   0.00  73.68   0.00  -5.72  -2.02   0.00   0.00 -19.46
46.47
-------------------------------------------------------------------------
--
    23     90   0.66  73.68   0.00  -9.50  -6.35   0.00   0.00   0.00
57.83
-------------------------------------------------------------------------
--

Segment Leq : 58.14 dBA

Total Leq All Segments: 58.14 dBA

Results segment # 1: MONTREAL RD (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 !         1.50 !         1.50 !          1.50

ROAD (0.00 + 38.87 + 50.24) = 50.54 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
--
   -90     23   0.00  66.08   0.00  -5.72  -2.02   0.00   0.00 -19.46
38.87
-------------------------------------------------------------------------
--
    23     90   0.66  66.08   0.00  -9.50  -6.35   0.00   0.00   0.00
50.24
-------------------------------------------------------------------------
Segment Leq : 50.54 dBA

Total Leq All Segments: 50.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.14
                           (NIGHT): 50.54
```