

## TRANSPORTATION NOISE ASSESSMENT

1670 Tenth Line Road  
Ottawa, Ontario

Report: 22-202 – Transportation Noise



August 14, 2025

PREPARED FOR

**1070456 Ontario Inc.**  
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PREPARED BY

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## EXECUTIVE SUMMARY

This report describes a transportation noise assessment undertaken to support Zoning By-Law (ZBA) and Site Plan Control (SPA) applications for the proposed residential development located at 1670 Tenth Line Road in Ottawa, Ontario. The proposed development comprises a three-storey apartment building, totalling 30 units. At-grade are parking spaces and bicycle racks. Balconies are featured along the east and west elevations from levels one to three. However, since the balconies are less than 4 m in depth, they are not considered as outdoor living areas. The dominant sources of roadway traffic noise impacting the development are Tenth Line Road to the east and Des Épinettes Avenue to the south. Figure 1 illustrates a 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 Project1 Studio in July 2025.

The results of the current analysis indicate that noise levels will range between 55 and 72 dBA during the daytime period (07:00-23:00) and between 47 and 65 dBA during the nighttime period (23:00-07:00). The highest noise level (i.e. 72 dBA) occurs along the development's east façade which is nearest and most exposed to Tenth Line Road as well as Des Épinettes Avenue.

The noise levels predicted due to roadway traffic exceed the criteria listed in Section 4.2 for building components. Upgraded building components, including STC rated glazing elements and exterior walls, will be required where noise levels exceed 65 dBA, as discussed in Section 4.2.1. Noise control requirements are specified in Section 5.2 and Figure 3. Results of the calculations also indicate that the development will require air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, a Type D Warning Clause will also be required to be placed on all Lease, Purchase and Sale Agreements, as summarized in Section 6 of this report.



A review of satellite imagery confirmed there are no significant sources of stationary noise surrounding the site. The dominant source of noise impacting the development is from transportation noise sources.

The development's own mechanical equipment has the potential to generate noise off-site at surrounding noise sensitive (residential) developments and on the development itself. However, for a development this size, the mechanical equipment is expected to be small condensing units on the roof or side of the building. Any potential impacts can be minimized by judicious selection of mechanical equipment and its location. These systems will be designed to comply with the ENCG sound level limits. A review by a qualified acoustic consultant is recommended once the mechanical design of the building has developed.



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## 1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by 1070456 Ontario Inc. to undertake a transportation noise assessment to support Zoning By-Law (ZBA) and Site Plan Control (SPA) applications for a proposed residential development located at 1670 Tenth Line 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.

This assessment is based on theoretical noise calculation methods conforming to the Ministry of the Environment, Conservation and Parks (MECP) NPC-300<sup>1</sup> and City of Ottawa Environmental Noise Control Guidelines (ENCG)<sup>2</sup> guidelines. Noise calculations were based on architectural drawings provided by Project 1 Studio, received in July 2025, with future traffic volumes corresponding to the City of Ottawa's Official Plan (OP) roadway classifications.

## 2. TERMS OF REFERENCE

The subject site is located at 1670 Tenth Line Road in Ottawa, Ontario. The site is bordered by Tenth Line Road to the east, Duvernay Drive to the west and detached dwellings to the north and south. The proposed development is located on a rectangular parcel of land and comprises a three-storey apartment building, totalling 30 units. At-grade are parking spaces and bicycle racks. Balconies are featured along the east and west elevation from levels one to three. Although the development features private balconies, these are not considered noise sensitive as they are less than 4 metres in depth. The relevant sources of roadway traffic noise are Tenth Line Road to the east and Des Épinettes Avenue to the south. Figure 1 illustrates a site plan with surrounding context.

Due to the development's size, the stationary noise impact onto neighbouring dwellings is expected to be minimal. A review of aerial imagery shows that the surroundings to the east, north, and south comprise mainly of single-family dwellings, which are of no concern in terms of noise impacts onto the

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

<sup>2</sup> City of Ottawa, Environmental Noise Control Guidelines, January 2016

development. Further east, land is occupied by commercial facilities. Due to the setback distance, no significant existing stationary sources of noise were identified.

### **3. OBJECTIVES**

The principal objectives of this study are to (i) calculate the future noise levels on the study building 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 ( $2 \times 10^{-5}$  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) specify that the recommended indoor noise limit range



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

**TABLE 1: INDOOR SOUND LEVEL CRITERIA (ROAD)<sup>3</sup>**

Type of Space	Time Period	L <sub>eq</sub> (dBA)
General offices, reception areas, retail stores, etc.	07:00 – 23:00	50
Living/dining/den areas of <b>residences</b> , 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 <b>residences</b> , 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<sup>4</sup>. A closed window due to a ventilation requirement will bring noise levels down to achieve an acceptable indoor environment<sup>5</sup>. 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<sup>6</sup>.

For designated Outdoor Living Areas (OLAs), the sound level limit is 55 dBA during the daytime period. An excess above the limit is acceptable only in cases where the required noise control measures are not feasible for technical, economic or administrative reasons.

<sup>3</sup> Adapted from ENCG 2016 – Tables 2.2b and 2.2c

<sup>4</sup> Burberry, P.B. (2014). *Mitchell's Environment and Services*. Routledge, Page 125

<sup>5</sup> MECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.8

<sup>6</sup> MECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.1.3



#### 4.2.2 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<sup>7</sup> 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.

**TABLE 2: ROADWAY TRAFFIC DATA**

Segment	Roadway Traffic Classification	Speed Limit (km/h)	Traffic Volumes
Tenth Line Road	4-Lane Urban Arterial – Divided (4-UAD)	60	<b>35,000</b>
Des Épinettes Avenue	2-Lane Major Collector (2-UMCU)	40	<b>12,000</b>

#### 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, and by using existing building locations as noise barriers. 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 for receptors were taken to be reflective due to the presence of hard (paved) ground.

<sup>7</sup> City of Ottawa Transportation Master Plan, November 2013



- Topography was assumed to be a flat/gentle slope surrounding the study building. Relative grades between the building and roadway were taken from the grading plan provided by T.L. Mak Engineering Consultants Ltd. dated June 2025.
- Noise receptors were strategically placed at 6 locations around the study area (see Figure 2).

### 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, 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<sup>8</sup> 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 research<sup>9</sup>, 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

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<sup>8</sup> Building Practice Note: Controlling Sound Transmission into Buildings by J.D. Quirt, National Research Council of Canada, September 1985

<sup>9</sup> CMHC, Road & Rail Noise: Effects on Housing



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 + safety factor).

## 5. RESULTS

### 5.1 Roadway Traffic Noise Levels

The results of the roadway traffic noise calculations are summarized in Table 3 below. The results of the current analysis indicate that noise levels will range between 55 and 72 dBA during the daytime period (07:00-23:00) and between 47 and 65 dBA during the nighttime period (23:00-07:00). The highest noise level (i.e. 72 dBA) occurs along the development's east façade which is nearest and most exposed to Tenth Line Road as well as Des Épinettes Avenue.

The noise levels predicted due to roadway traffic exceed the criteria listed in Section 4.2 for building components. Upgraded building components, including STC rated glazing elements and exterior walls, will be required where noise levels exceed 65 dBA, as discussed in Section 4.2.1. Noise control requirements are specified in Section 5.2 and Figure 3. Results of the calculations also indicate that the development will require air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, a Type D Warning Clause will also be required to be placed on all Lease, Purchase and Sale Agreements, as summarized in Section 6 of this report. Specific noise control measures can be developed once the design of the building is sufficiently advanced, typically at the time of site plan approval.

**TABLE 3: EXTERIOR NOISE LEVELS DUE TO ROADWAY TRAFFIC**

Receptor Number / Type	Receptor Height Above Grade (m)	Receptor Location	STAMSON 5.04 Noise Level (dBA)	
			Day	Night
R1 / POW	9.35	Level 3 – North Façade	69	61
R2 / POW	9.35	Level 3 – East Façade	72	65
R3 / POW	9.35	Level 3 – East Façade Setback	71	63
R4 / POW	9.35	Level 3 – South Façade	69	61
R5 / POW	9.35	Level 3 – West Façade Setback	55	47
R6 / POW	9.35	Level 3 – West Façade	55	47

## 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 + safety factor). Figure 3 outlines the required bedroom and living room window STC's for all facades of the development. The STC requirements are summarized below for various units within the development:

- **Bedroom Windows**
  - (i) Bedroom windows facing east will require a minimum STC of 30.
  - (ii) Bedroom windows facing north and south will require a minimum STC of 27.
  - (iii) All other bedroom windows are to satisfy Ontario Building Code (OBC 2024) requirements.
- **Living Room Windows**
  - (i) Living room windows facing east will require a minimum STC of 30.
  - (ii) Living room windows facing north and south will require a minimum STC of 27.
  - (iii) All other living room windows are to satisfy Ontario Building Code (OBC 2024) requirements.
- **Exterior Walls**

- (i) Exterior wall components on the north, east, and south façades will require a minimum STC of 45, which will be achieved with brick cladding or an acoustical equivalent according to NRC test data<sup>10</sup>.

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

Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, Warning Clauses will also be required on 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 55 and 72 dBA during the daytime period (07:00-23:00) and between 47 and 65 dBA during the nighttime period (23:00-07:00). The highest noise level (i.e. 72 dBA) occurs along the development's east façade which is nearest and most exposed to Tenth Line Road as well as Des Épinettes Avenue.

The noise levels predicted due to roadway traffic exceed the criteria listed in Section 4.2 for building components. Upgraded building components, including STC rated glazing elements and exterior walls, will be required where noise levels exceed 65 dBA, as discussed in Section 4.2.1. Noise control requirements

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<sup>10</sup> J.S. Bradley and J.A. Birta. Laboratory Measurements of the Sound Insulation of Building Façade Elements, National Research Council October 2000.

are specified in Section 5.2 and Figure 3. Results of the calculations also indicate that the development will require air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. Specific noise control measures can be developed once the design of the building is sufficiently advanced, typically at the time of site plan approval. In addition to ventilation requirements, a Type D Warning Clause will also be required to be placed on all Lease, Purchase and Sale Agreements, 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."*

A review of satellite imagery confirmed there are no significant sources of stationary noise surrounding the site. The dominant source of noise impacting the development is from transportation noise sources.

The development's own mechanical equipment has the potential to generate noise off-site at surrounding noise sensitive (residential) developments and on the development itself. However, for a development this size, the mechanical equipment is expected to be small condensing units on the roof or side of the building. Any potential impacts can be minimized by judicious selection of mechanical equipment and its location. These systems will be designed to comply with the ENCG sound level limits. A review by a qualified acoustic consultant is recommended once the mechanical design of the building has developed.

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.

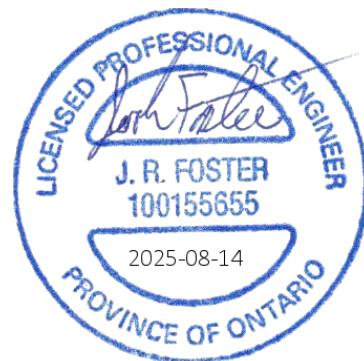
Sincerely,

***Gradient Wind Engineering Inc.***

*Doryan S2.*

Doryan Saavedra, B.Eng.  
Junior Acoustic Scientist

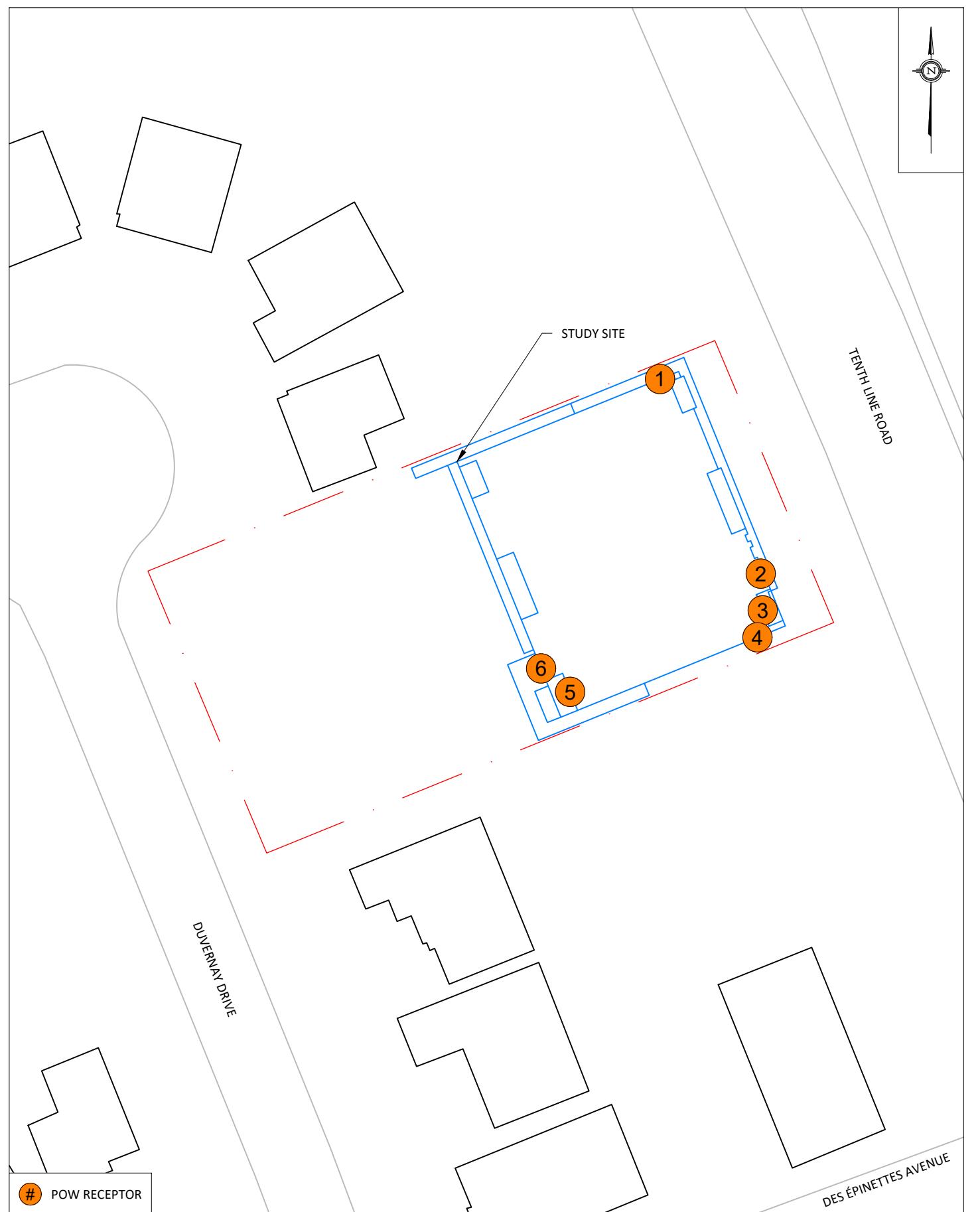
*Gradient Wind File #22-202 – Transportation Noise*

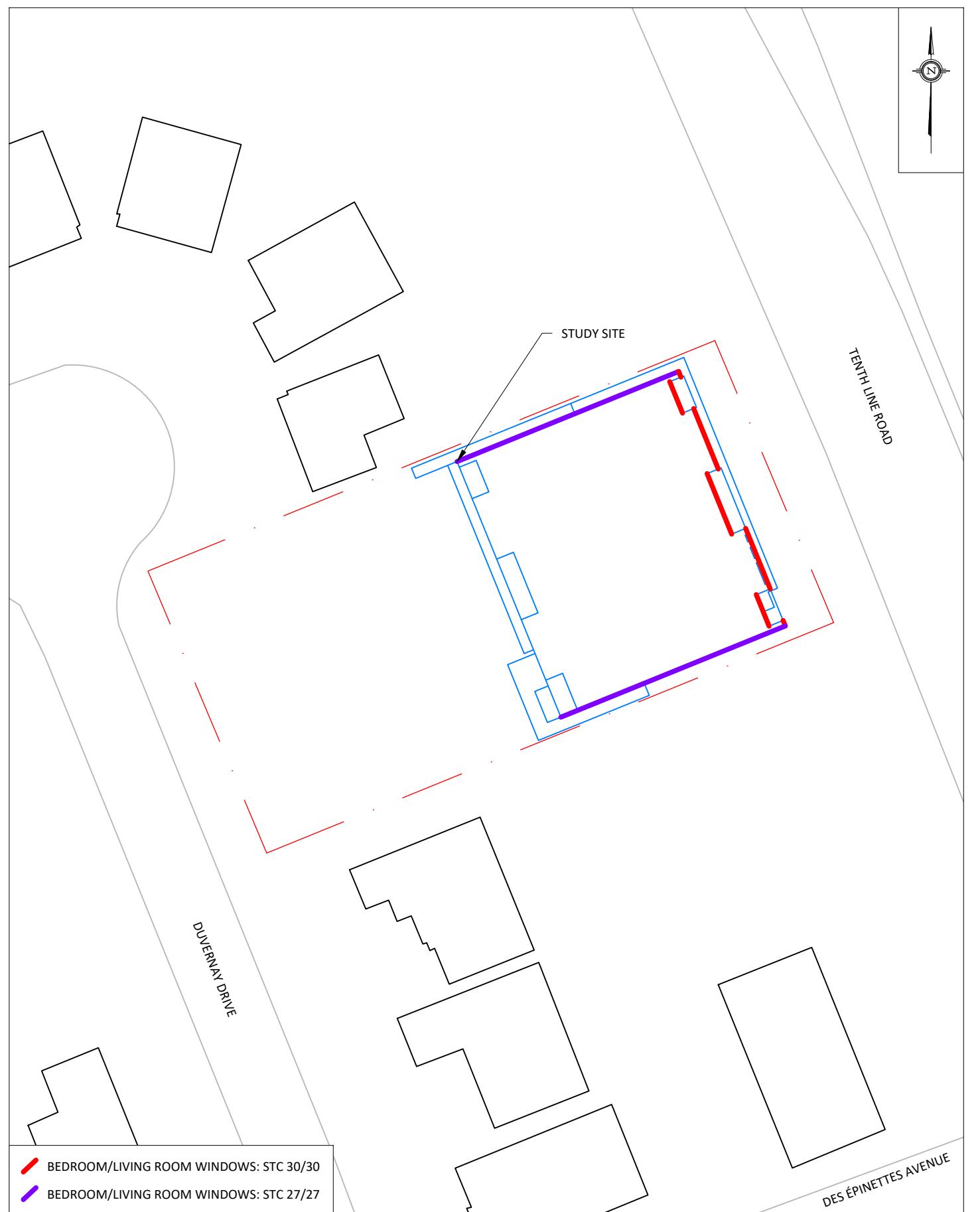


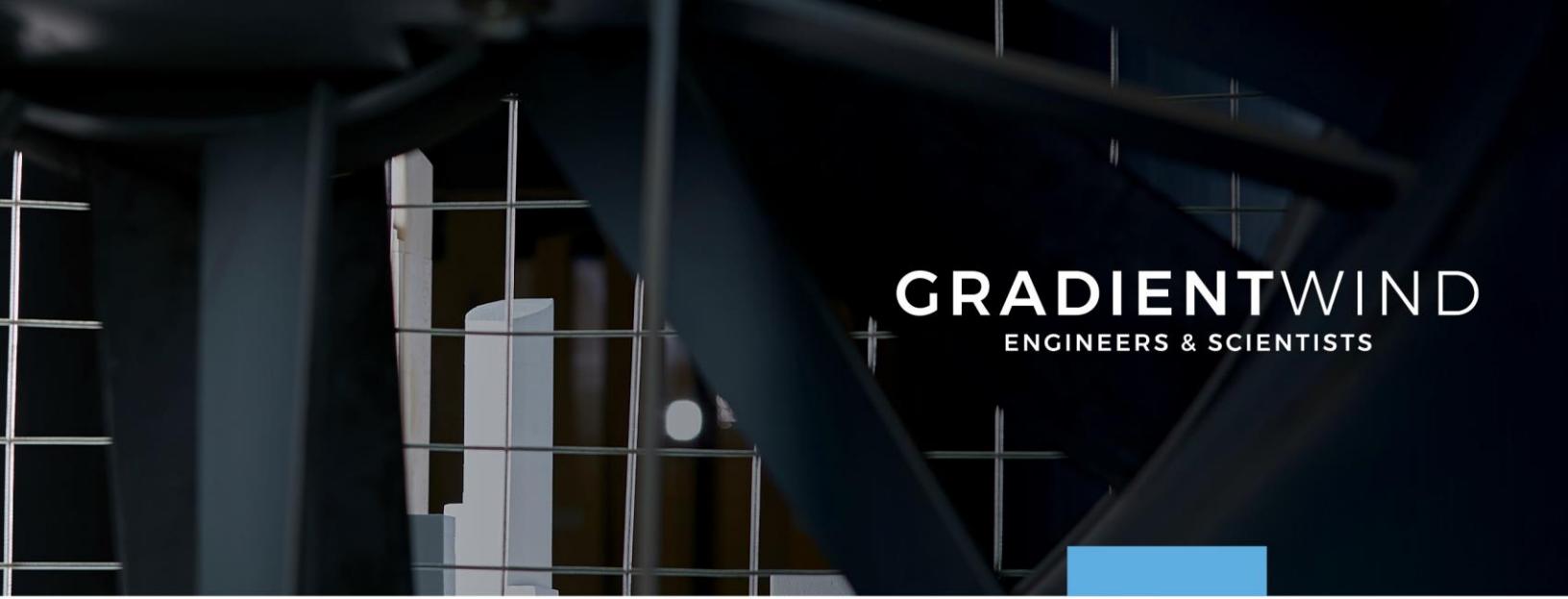
Joshua Foster, P.Eng.  
Lead Engineer











**GRADIENTWIND**  
ENGINEERS & SCIENTISTS



## APPENDIX A

### STAMSON 5.04 – INPUT AND OUTPUT DATA

STAMSON 5.0                    NORMAL REPORT                    Date: 28-07-2025 15:12:37  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r1.te                    Time Period: Day/Night 16/8 hours  
Description: POW Level 3 North Facade

Road data, segment # 1: Tenth Line (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: Tenth Line (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 : 24.00 / 24.00 m  
Receiver height : 9.35 / 9.35 m  
Topography : 2 (Flat/gentle slope; with barrier)  
Barrier angle1 : -90.00 deg Angle2 : 0.00 deg  
Barrier height : 0.00 m  
Barrier receiver distance : 0.01 / 0.01 m  
Source elevation : 87.88 m  
Receiver elevation : 88.04 m  
Barrier elevation : 88.04 m  
Reference angle : 0.00

Results segment # 1: Tenth Line (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50 !	9.35 !	9.35 !	97.39

ROAD (0.00 + 68.62 + 0.00) = 68.62 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	-2.04	-3.01	0.00	0.00	-0.01	68.61*
-90	0	0.00	73.68	0.00	-2.04	-3.01	0.00	0.00	0.00	68.62

\* Bright Zone !

Segment Leq : 68.62 dBA

Total Leq All Segments: 68.62 dBA

Results segment # 1: Tenth Line (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 !	9.35 !	9.35 !	97.39

ROAD (0.00 + 61.03 + 0.00) = 61.03 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	-2.04	-3.01	0.00	0.00	-0.01	61.02*
-90	0	0.00	66.08	0.00	-2.04	-3.01	0.00	0.00	0.00	61.03

\* Bright Zone !

Segment Leq : 61.03 dBA

Total Leq All Segments: 61.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.62  
(NIGHT): 61.03



STAMSON 5.0                    NORMAL REPORT                    Date: 28-07-2025 15:15:19  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r2.te                    Time Period: Day/Night 16/8 hours  
Description: POW Level 3 East Facade

Road data, segment # 1: Tenth Line (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: Tenth Line (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 : 22.00 / 22.00 m  
Receiver height : 9.35 / 9.35 m  
Topography : 2 (Flat/gentle slope; with barrier)  
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg  
Barrier height : 0.00 m  
Barrier receiver distance : 0.01 / 0.01 m  
Source elevation : 87.88 m  
Receiver elevation : 88.04 m  
Barrier elevation : 88.04 m  
Reference angle : 0.00

Road data, segment # 2: Epinettes (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 : 40 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: Epinettes (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 : 100.00 / 100.00 m  
 Receiver height : 9.35 / 9.35 m  
 Topography : 2 (Flat/gentle slope; with barrier)  
 Barrier angle1 : -90.00 deg Angle2 : 0.00 deg  
 Barrier height : 0.00 m  
 Barrier receiver distance : 0.01 / 0.01 m  
 Source elevation : 88.00 m  
 Receiver elevation : 88.04 m  
 Barrier elevation : 88.04 m  
 Reference angle : 0.00

Results segment # 1: Tenth Line (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
1.50 !	9.35 !	9.35 !	97.39

ROAD (0.00 + 72.01 + 0.00) = 72.01 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	-1.66	0.00	0.00	0.00	-0.01	72.00*
-90	90	0.00	73.68	0.00	-1.66	0.00	0.00	0.00	0.00	72.01

\* Bright Zone !

Segment Leq : 72.01 dBA

Results segment # 2: Epinettes (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
1.50 !	9.35 !	9.35 !	97.39

ROAD (0.00 + 54.47 + 0.00) = 54.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	65.72	0.00	-8.24	-3.01	0.00	0.00	-0.01	54.46*
-90	0	0.00	65.72	0.00	-8.24	-3.01	0.00	0.00	0.00	54.47

\* Bright Zone !

Segment Leq : 54.47 dBA

Total Leq All Segments: 72.09 dBA



Results segment # 1: Tenth Line (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 !	9.35 !	9.35 !	97.39

ROAD (0.00 + 64.42 + 0.00) = 64.42 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	-1.66	0.00	0.00	0.00	-0.01	64.41*
-90	90	0.00	66.08	0.00	-1.66	0.00	0.00	0.00	0.00	64.42

\* Bright Zone !

Segment Leq : 64.42 dBA

Results segment # 2: Epinettes (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 !	9.35 !	9.35 !	97.39

ROAD (0.00 + 46.87 + 0.00) = 46.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.ADJ	D.ADJ	F.ADJ	W.ADJ	H.ADJ	B.ADJ	SubLeq
-90	0	0.00	58.12	0.00	-8.24	-3.01	0.00	0.00	-0.01	46.86*
-90	0	0.00	58.12	0.00	-8.24	-3.01	0.00	0.00	0.00	46.87

\* Bright Zone !

Segment Leq : 46.87 dBA

Total Leq All Segments: 64.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.09  
(NIGHT): 64.50

STAMSON 5.0                    NORMAL REPORT                    Date: 28-07-2025 15:38:32  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r3.te                    Time Period: Day/Night 16/8 hours  
Description: POW Level 3 East Facade Setback

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

-----  
Angle1 Angle2 : -48.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 23.00 / 23.00 m  
Receiver height : 9.35 / 9.35 m  
Topography : 2 (Flat/gentle slope; with barrier)  
Barrier angle1 : -48.00 deg Angle2 : 90.00 deg  
Barrier height : 0.00 m  
Barrier receiver distance : 0.01 / 0.01 m  
Source elevation : 87.88 m  
Receiver elevation : 88.04 m  
Barrier elevation : 88.04 m  
Reference angle : 0.00



Road data, segment # 2: Epinettes (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 : 40 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: Epinettes (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 : 97.00 / 97.00 m  
 Receiver height : 9.35 / 9.35 m  
 Topography : 2 (Flat/gentle slope; with barrier)  
 Barrier angle1 : -90.00 deg Angle2 : 0.00 deg  
 Barrier height : 0.00 m  
 Barrier receiver distance : 0.01 / 0.01 m  
 Source elevation : 88.00 m  
 Receiver elevation : 88.04 m  
 Barrier elevation : 88.04 m  
 Reference angle : 0.00



Results segment # 1: Tenth Line (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
1.50 !	9.35 !	9.35 !	97.39

ROAD (0.00 + 70.67 + 0.00) = 70.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.ADJ	D.ADJ	F.ADJ	W.ADJ	H.ADJ	B.ADJ	SubLeq
-48	90	0.00	73.68	0.00	-1.86	-1.15	0.00	0.00	-0.01	70.66*
-48	90	0.00	73.68	0.00	-1.86	-1.15	0.00	0.00	0.00	70.67

\* Bright Zone !

Segment Leq : 70.67 dBA

Results segment # 2: Epinettes (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
1.50 !	9.35 !	9.35 !	97.39

ROAD (0.00 + 54.60 + 0.00) = 54.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.ADJ	D.ADJ	F.ADJ	W.ADJ	H.ADJ	B.ADJ	SubLeq
-90	0	0.00	65.72	0.00	-8.11	-3.01	0.00	0.00	-0.01	54.59*
-90	0	0.00	65.72	0.00	-8.11	-3.01	0.00	0.00	0.00	54.60

\* Bright Zone !

Segment Leq : 54.60 dBA

Total Leq All Segments: 70.78 dBA



# GRADIENTWIND

ENGINEERS & SCIENTISTS

Results segment # 1: Tenth Line (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	9.35	9.35	97.39

ROAD (0.00 + 63.07 + 0.00) = 63.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-48	90	0.00	66.08	0.00	-1.86	-1.15	0.00	0.00	-0.01	63.06*
-48	90	0.00	66.08	0.00	-1.86	-1.15	0.00	0.00	0.00	63.07

\* Bright Zone !

Segment Leq : 63.07 dBA

Results segment # 2: Epinettes (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	9.35	9.35	97.39

ROAD (0.00 + 47.00 + 0.00) = 47.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	58.12	0.00	-8.11	-3.01	0.00	0.00	-0.01	46.99*
-90	0	0.00	58.12	0.00	-8.11	-3.01	0.00	0.00	0.00	47.00

\* Bright Zone !

Segment Leq : 47.00 dBA

Total Leq All Segments: 63.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.78  
(NIGHT): 63.18



STAMSON 5.0                    NORMAL REPORT                    Date: 28-07-2025 15:46:24  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r4.te                    Time Period: Day/Night 16/8 hours  
Description: POW Level 3 South Facade

Road data, segment # 1: Tenth Line (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: Tenth Line (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 : 25.00 / 25.00 m  
Receiver height : 9.35 / 9.35 m  
Topography : 2 (Flat/gentle slope; with barrier)  
Barrier angle1 : 0.00 deg Angle2 : 90.00 deg  
Barrier height : 0.00 m  
Barrier receiver distance : 0.01 / 0.01 m  
Source elevation : 87.88 m  
Receiver elevation : 88.04 m  
Barrier elevation : 88.04 m  
Reference angle : 0.00



Road data, segment # 2: Epinettes (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 : 40 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: Epinettes (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 : 94.00 / 94.00 m  
 Receiver height : 9.35 / 9.35 m  
 Topography : 2 (Flat/gentle slope; with barrier)  
 Barrier angle1 : -3.00 deg Angle2 : 7.00 deg  
 Barrier height : 3.00 m  
 Barrier receiver distance : 77.00 / 77.00 m  
 Source elevation : 88.00 m  
 Receiver elevation : 88.04 m  
 Barrier elevation : 88.00 m  
 Reference angle : 0.00



Results segment # 1: Tenth Line (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	9.35	9.35	97.39

ROAD (0.00 + 68.45 + 0.00) = 68.45 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	-2.22	-3.01	0.00	0.00	-0.01	68.44*
0	90	0.00	73.68	0.00	-2.22	-3.01	0.00	0.00	0.00	68.45

\* Bright Zone !

Segment Leq : 68.45 dBA

Results segment # 2: Epinettes (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	9.35	2.92	90.92

ROAD (54.59 + 40.18 + 54.38) = 57.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.ADJ	D.ADJ	F.ADJ	W.ADJ	H.ADJ	B.ADJ	SubLeq
-90	-3	0.00	65.72	0.00	-7.97	-3.16	0.00	0.00	0.00	54.59
-3	7	0.00	65.72	0.00	-7.97	-12.55	0.00	0.00	-5.01	40.18
7	90	0.00	65.72	0.00	-7.97	-3.36	0.00	0.00	0.00	54.38

Segment Leq : 57.58 dBA

Total Leq All Segments: 68.79 dBA



Results segment # 1: Tenth Line (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	9.35	9.35	97.39

ROAD (0.00 + 60.85 + 0.00) = 60.85 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	-2.22	-3.01	0.00	0.00	-0.01	60.84*
0	90	0.00	66.08	0.00	-2.22	-3.01	0.00	0.00	0.00	60.85

\* Bright Zone !

Segment Leq : 60.85 dBA

Results segment # 2: Epinettes (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	9.35	2.92	90.92

ROAD (46.99 + 32.58 + 46.79) = 49.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.ADJ	D.ADJ	F.ADJ	W.ADJ	H.ADJ	B.ADJ	SubLeq
-90	-3	0.00	58.12	0.00	-7.97	-3.16	0.00	0.00	0.00	46.99
-3	7	0.00	58.12	0.00	-7.97	-12.55	0.00	0.00	-5.01	32.58
7	90	0.00	58.12	0.00	-7.97	-3.36	0.00	0.00	0.00	46.79

Segment Leq : 49.98 dBA

Total Leq All Segments: 61.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.79  
(NIGHT): 61.19

STAMSON 5.0                    NORMAL REPORT                    Date: 28-07-2025 15:52:17  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r5.te                    Time Period: Day/Night 16/8 hours  
Description: POW Level 3 West Facade Setback

Road data, segment # 1: Epinettes (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 : 40 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: Epinettes (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 : 96.00 / 96.00 m  
Receiver height : 9.35 / 9.35 m  
Topography : 2 (Flat/gentle slope; with barrier)  
Barrier angle1 : 0.00 deg Angle2 : 90.00 deg  
Barrier height : 0.00 m  
Barrier receiver distance : 0.01 / 0.01 m  
Source elevation : 88.00 m  
Receiver elevation : 88.04 m  
Barrier elevation : 88.04 m  
Reference angle : 0.00



Results segment # 1: Epinettes (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
1.50 !	9.35 !	9.35 !	97.39

ROAD (0.00 + 54.64 + 0.00) = 54.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.ADJ	D.ADJ	F.ADJ	W.ADJ	H.ADJ	B.ADJ	SubLeq
0	90	0.00	65.72	0.00	-8.06	-3.01	0.00	0.00	-0.01	54.64*
0	90	0.00	65.72	0.00	-8.06	-3.01	0.00	0.00	0.00	54.64

\* Bright Zone !

Segment Leq : 54.64 dBA

Total Leq All Segments: 54.64 dBA

Results segment # 1: Epinettes (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 !	9.35 !	9.35 !	97.39

ROAD (0.00 + 47.05 + 0.00) = 47.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.ADJ	D.ADJ	F.ADJ	W.ADJ	H.ADJ	B.ADJ	SubLeq
0	90	0.00	58.12	0.00	-8.06	-3.01	0.00	0.00	-0.01	47.04*
0	90	0.00	58.12	0.00	-8.06	-3.01	0.00	0.00	0.00	47.05

\* Bright Zone !

Segment Leq : 47.05 dBA

Total Leq All Segments: 47.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.64  
(NIGHT): 47.05

STAMSON 5.0                    NORMAL REPORT                    Date: 28-07-2025 15:53:27  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r6.te                    Time Period: Day/Night 16/8 hours  
Description: POW Level 3 West Facade

Road data, segment # 1: Epinettes (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 : 40 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: Epinettes (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 : 99.00 / 99.00 m  
Receiver height : 9.35 / 9.35 m  
Topography : 2 (Flat/gentle slope; with barrier)  
Barrier angle1 : 0.00 deg Angle2 : 90.00 deg  
Barrier height : 0.00 m  
Barrier receiver distance : 0.01 / 0.01 m  
Source elevation : 88.00 m  
Receiver elevation : 88.04 m  
Barrier elevation : 88.04 m  
Reference angle : 0.00

Results segment # 1: Epinettes (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50 !	9.35 !	9.35 !	97.39

ROAD (0.00 + 54.51 + 0.00) = 54.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	65.72	0.00	-8.20	-3.01	0.00	0.00	-0.01	54.50*
0	90	0.00	65.72	0.00	-8.20	-3.01	0.00	0.00	0.00	54.51

\* Bright Zone !

Segment Leq : 54.51 dBA

Total Leq All Segments: 54.51 dBA

Results segment # 1: Epinettes (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 !	9.35 !	9.35 !	97.39

ROAD (0.00 + 46.91 + 0.00) = 46.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	58.12	0.00	-8.20	-3.01	0.00	0.00	-0.01	46.90*
0	90	0.00	58.12	0.00	-8.20	-3.01	0.00	0.00	0.00	46.91

\* Bright Zone !

Segment Leq : 46.91 dBA

Total Leq All Segments: 46.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.51  
(NIGHT): 46.91

